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Ontario. Lands and Forests, Dep. n.  
**REPORT**

OF THE

**Minister of Lands, Forests  
and Mines**

OF THE

**PROVINCE OF ONTARIO**

**For the Year**

**1908**

PRINTED BY ORDER OF  
THE LEGISLATIVE ASSEMBLY OF ONTARIO



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*To His Honour THE HONOURABLE J. M. GIBSON,  
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOUR :

As required by law, I submit for the information of your Honour and the Legislative Assembly, a report for the year ending on the 31st December, 1908, of the management of the Crown Lands of the Province.

CLERGY LANDS.

The area of Clergy lands sold during the year was 109 acres, aggregating in value \$60. The collection on account of these and former sales amounted to \$1,642.05. (See Appendix No. 3, page 6.)

COMMON SCHOOL LANDS.

The area of Common School lands sold during the year was 107 acres for \$766.80. The collection on account of these and sales of former years was \$5,890.96. (See Appendix No. 3, page 6.)

GRAMMAR SCHOOL LANDS.

The area of these lands sold during the year was 50 acres for \$40. The collection on account of these land sales in former years was \$433.65. (See Appendix No. 3, page 6.)

## UNIVERSITY LANDS.

The area of these lands sold during the year was 3,109½ acres, for \$1,594.87. The collection on account of these and sales of former years was \$1,015.78. (See Appendix No. 3, page 6.)

## CROWN LANDS.

There have been sold for agricultural purposes during the year 74,911½ acres, for \$62,656.43. The collection on account of these and former sales was \$59,360.14. There were sold for mining purposes 7,559 acres, for \$18,842.90, and collected on account of mining sales, \$23,445.30.

There were leased for mining purposes 4,917 acres, for \$4,877.57. There was collected on account of mining leases, \$20,611.81. There were 3,865 acres of Crown Lands leased for other than mining purposes. The collection on account of these and former leases was \$6,165.56. The total area of land disposed of during the year was 94,628 4/5 acres. The total collection on account of lands sold and leased during the year was \$118,565.25. (See Appendix No. 3, page 6.)

During the past few years settlement has flowed into what is called the "Temiskaming Region," that is the country lying north and west of Lake Temiskaming, and there are now a number of prosperous settlements through that country. Ever since the exploration of 1900 public attention has been from time to time called to what has been described as the "Clay Belt," which is an area of some sixteen millions of acres of good farming land, reported by the exploration parties as lying on the Hudson Bay slope. Owing to the distance of this land from the settled parts of the Province and want of communication, no settlement had gone in there, and by some even the existence of this large area of good land was regarded as mythical. The Department, in order to satisfy itself as to the character of the country, has been running base and meridian lines through the "Clay Belt" region, and the result of these surveys having demonstrated that the land is as good as reported, the Department has surveyed one hundred and twenty townships, containing 2,625,000 acres, in what is known as the "Clay Belt." In addition to subdividing these townships, it has by survey blocked out in nine mile townships one and a half millions of acres additional. These surveys were made so that the country might be opened for settlement promptly, as soon as circumstances warranted that action. The reports of the surveyors who ran the base and meridian lines and blocked out the townships, shows the land in that region to be even better in quality than the reports of the explorers led us to expect.

For some years the Temiskaming & Northern Ontario Railway has been extending in the direction of this "Belt" with the ultimate idea of tapping it in a few years. The immediate construction of the Transcontinental Railway, which it was found would traverse the "Clay Belt" from east to west, a distance of some four hundred miles, and which gave assurance of great development and enormous traffic, caused the immediate construction of the Temiskaming and Northern Ontario Railway to become a necessity, so that settlement might flow in from the older parts of the Province, and that the population of that region should have easy communication with the Seat of Government of Ontario. So much energy was displayed by the Temiskaming and Northern Ontario Railway Commission that last autumn the Province's railway was constructed to the town of Cochrane, which is its junction point with the Transcontinental. The Railway Commission also



laid out a townsite at the junction point, and offered lots for sale. A great many lots were purchased by parties for business purposes, and it is expected that a town of considerable importance will immediately spring up there. The building of the Temiskaming & Northern Ontario Railway, the construction of the Transcontinental and the creation of a townplot there, caused population to flow in, and it became necessary to provide for those who desired to settle. This was done by opening a number of townships along side the lines of the Temiskaming & Northern Ontario Railway and the Transcontinental, and the establishment of Crown Lands Agencies at the towns of Matheson and Cochrane. The nucleus of a strong settlement has already been formed at Cochrane, and with the large population that will flow in for railway construction purposes good markets will be created for everything that can be grown, and the success of those who engage in farming pursuits there would seem to be assured. When the whole "Clay Belt" is opened from east to west by the construction of the Transcontinental and other railways, there is every reason to believe that that region will become one of the best agricultural regions of the Province. The townships open for sale in that locality now are Lamarche, Brower, Clute, and Glackmeyer, which are attached to the Cochrane Agency, and the townships of Bowman, Hislop, Benoit and Walker, which are attached to the Matheson Agency. Other townships will be added to these Agencies from time to time as necessity arises.

#### FREE GRANTS.

The following townships were added to the Free Grant list during the past year: Airy and Murchison, in the District of Nipissing; Mutrie, in the Rainy River District; Burns, in the County of Renfrew; Capreol, in the District of Sudbury, and Aberdeen, Galbraith and Lefroy in the District of Algoma. 2,110 persons were located for 297,543 acres of land, and 384 people purchased 14,480 acres under the Free Grant Regulations. 1,089 patents were issued for locations on which the settlement duties had been completed. The number of locations is the largest in the history of the Department since Confederation, except one year when there were five more locations only than have been made this year. There are now 231 townships on the Free Grant list. The Department has been endeavoring to see that only land suitable for farming purposes is sold or located. It has established a system of inspection of all lots applied for, so as to be satisfied that there is a sufficient proportion of good land to warrant the belief that the lots are being taken for farming purposes. Under the legislation of last Session, inspections have been made as applied for, and, if the circumstances warranted it, the minerals have been released, and also small quantities of pine timber, where the lands were not covered by timber license.

#### MILITARY GRANTS.

Four hundred and eight Military Certificates were issued during the year. This brings the total number of certificates granted under 1 Ed. VII., Cap. 6, to 13,958. Location certificates issued previous to this year were confirmed to the extent of 350. Altogether, 1,100 new locations were made during the year, bringing the number of locations under the Act up to 6,845. 625 Military Certificates have been surrendered to the Crown for the \$50 each commutation money, making a total of 3,050 disposed of in this way. Patents have been issued for 700 military grants, making a total of 2,005 patents issued to date. Where military grants have been taken subject to

settlement duties, it has been considered proper to call upon the locatees to file evidence showing that they are in actual occupation and the nature of the duties they have performed.

### MINING INDUSTRY.

There was much activity in the raising of ores and minerals in Ontario in 1908, and the total value of the output of mines and mineral works was again the largest yet recorded. The aggregate production amounted to \$25,616,795, as compared with \$25,019,373 in 1907. Silver and nickel were the principal items in the list of metals, the yield of the former being 19,401,021 ounces,—practically all from the mines of the Cobalt camp—and of the latter, 10,175 tons, by far the larger proportion of which came from the deposits of the Sudbury region. The low prices which prevailed throughout the year depressed the value of the silver production, which was returned at \$9,116,008. It may be pointed out that Ontario now occupies a leading place among the silver-producing countries of the world, having contributed about one-ninth of the entire reported production in 1908. There was raised and shipped from the mines of Cobalt last year 24,453 tons of ore (including concentrates), which was considerably more than the total production up to the end of 1907. The average contents of the shipments for 1908 was 793 ounces of silver per ton, compared with 806 ounces up to 31st December, 1907. The principal producing mines were largely the same as before, viz.: Nipissing, La Rose, O'Brien, Kerr Lake, Coniagas, Temiskaming and Hudson Bay, Temiscamingue, Buffalo, Tretheway, Drummond, McKinley-Daragh-Savage, Cobalt Silver Queen, City of Cobalt, Standard Cobalt, Right of Way, Silver Leaf. The Crown Reserve mine, situated in the bed of Kerr Lake, began production in 1908, and was a heavy shipper of rich ore. A considerable proportion of the ore produced at Cobalt, especially of the richer grades, is now treated in the Province, in refineries situated at Copper Cliff, Deloro, Thorold and Trout Lake.

Development work was carried on in the silver districts of South Lorrain, James Township, Elk Lake and elsewhere in the Montreal River region, but owing largely to the greater distance of these camps from transportation facilities as compared with Cobalt, progress is at a slower rate. The latest discoveries of silver were on the west shore of Lake Gowganda, where some rich finds were made during the year, and where there will undoubtedly be much development in 1909. Exploration has been pushed on into the country adjoining Welcome, Burwash and Shining Tree Lakes.

The production of nickel in 1908 was valued at \$1,866,059, and of copper \$1,071,140, the bulk of these metals being contained in the mattes made in the furnaces of the Canadian Copper Company and the Mond Nickel Company. The iron mines of Ontario yielded 216,177 tons of ore last year, worth \$574,839, and there was made at the blast furnaces 271,656 tons of pig iron, valued at \$4,390,839.

The mining industry is dealt with more fully in the Eighteenth Report of the Bureau of Mines.

### COLLECTIONS.

The total collections of the Department from all sources was \$2,430,429.39. Of this amount \$23,445.30 was derived from mining lands; \$218,071.96 from royalties; \$1,786,338.99 from woods and forests; \$125,078.06 from supplementary revenue; \$71,721.39 from mining licenses, and \$66,008.71 from recording fees. (See Appendix No. 4, page 7.)



## DISBURSEMENTS.

The gross expenditure of the Department for all services during the year was \$637,293.30. The principal services were: Agents' salaries and disbursements, \$48,942.24; forest ranging, \$53,823.28; fire ranging, \$119,734.26; forest reserves, \$46,970.97; mines and mining \$21,375.12; exploration and investigations, \$14,924.24; mining recorders, \$8,349.21; surveys, \$146,370.92; veterans' commutation, \$29,995.83; provincial mines, \$30,648.16; refunds, \$19,145.89; parks, \$17,113.89; contingencies. \$42,230.99. (See Appendix Nos. 6 and 7, pages 9 to 44.)

## WOODS AND FORESTS.

The total revenue from woods and forests was \$1,786,338.99, consisting of bonus, \$100,879.39; timber dues, \$1,618,242.58; ground rent, \$65,150.87, transfer fees, \$2,066.15. (See Appendix No. 4, page 7.)

The revenue from timber dues was the largest in the history of the Province. Of this amount, however, \$496,000 accrued during 1907, but owing to financial stringency, payment was not enforced during that year. The collections proper for 1908 were \$1,224,243, and we carried forward into 1909 \$235,368, owing to inability of lumbermen to pay. In the history of the Department it has never been the practice to insist upon payments being made if the parties were shown to be in circumstances where the enforcement would ruin them. They were extended every leniency if the security was sufficient, interest at the rate of six per cent. per annum being charged on all balances unpaid at the end of the year. The situation of the lumber trade has slowly improved during the past year, and the recent stringency would seem to be passing away. One effect of the stringency of last year has been the curtailment of the output of the present winter, as from reports received the output of this year will be very much below that of last.

## FIRE RANGING.

The fire ranging system at present in operation in Ontario was organized in 1885. Prior to that, though the Act to preserve the forest from destruction by fire was on the Statute Book, very few people knew anything about it, as those who travel in the forest are not usually in possession of the Statutes of Ontario. In the year 1885 it was thought that if a number of men of good judgment were placed on duty during the summer months as fire rangers they would be useful in bringing a knowledge of the law to all who travel in the forest, and in other ways bring about a better state of affairs than then existed, and so the present system of fire ranging was inaugurated in that year.

In establishing the system, the first consideration was the selection of the men, as unless all-round, good men were obtained, the system would certainly prove a failure. The timber licensees, having a large interest in the preservation of the timber on their licensed limits, it was laid down as a *sine qua non* that they should pay one-half of the wages and expenses of the men who might be selected, and as they had in their employment men who were familiar with their limits, knew the danger points and the class of people resident upon or frequenting them, it was thought it would be wisdom to let the licensees select the men for their own limits, thus making them responsible for the character of the men they selected, and for keeping more or less surveillance of them while they were in the field. In order to clothe them

with authority under the law, the Department appointed these rangers "Bush and Fire Rangers," the Statute providing that such officers should be ex-officio officers to enforce the provisions of the "Act to Preserve the Forest from destruction by Fire."

The rangers were instructed by the Department as to how they were to perform their duties. They were also supplied with diaries in which they had to enter their movements from day to day, and anything of importance occurring on the territory under their charge. They were supplied with large poster copies of the Fire Act printed on linen, which they had to post up on roads, portages and other places where there was travel passing. They were also supplied with small pamphlet copies of the Act, which they were instructed to hand to all parties or persons with whom they came in contact, such as surveyors, foremen of river drives, prospectors, explorers, hunters, summer tourists, etc., etc. By these means, it was thought that a knowledge of the law would become general, and that it would cease to be the dead letter it had been from its passage through Legislature. The rangers were instructed to take the names and addresses of all those with whom they came in contact, and in addition to handing them a copy of the Act, to impress upon them the necessity for being careful in the use of fire, and its extinguishment, when it had served its purposes, particularly when they were moving camp, or cooking meals en route. They were cautioned to be conciliatory in their manner and not to be over-bearing or abusive to settlers or others, it being recognized that a great deal could be done by moral suasion, and the enlistment of the sympathy and good-will of those using fire in travelling through the forest. In addition to the foregoing, instructions were given them as to the course to pursue in the event of a fire breaking out, by which they were required to report at once to the licensee and the Department the extent of the damage done, the locality in which the fire occurred, the expenditure in extinguishing it, and the nature and quantity of the timber damaged, so that steps might be taken to lumber it before it became a loss.

The system was started in 1885 as an experiment with few men and a small appropriation; it worked so well that immediately, with few exceptions, the licensees all took advantage of it, and so the territory under license was guarded in the summer time. At the end of the season, each ranger had to report the fires which had occurred on the territory, the locality in which they took place, the cause thereof, if it could be ascertained, and the loss of timber which ensued. The timber licensees were asked to report on the service; if in their opinion it had been efficient or had served its object, and where they thought it weak, and they were also invited to suggest how it might be strengthened and made more effective. The system has been in operation for nearly twenty-five years in the Province of Ontario. From time to time improvements have been made, and it has been strengthened at various points. It is not too much to say that it has been successful, and has met the approval of those most interested and most familiar with its working. One of the improvements has been, that power was taken to appoint fire rangers on lands where the licensee had failed to do so, charging the expense of same against the licensee. This action was taken because it was not considered fair that the man who paid for rangers on his own territory to protect it, should be exposed to the danger from fire running in from an adjoining limit, the owner of which was either too parsimonious or too careless to put on the necessary rangers. Then it was thought that it would be well to get a closer grasp of the work as performed in the field, and the licensed territory was accordingly divided into districts and a supervising



fire ranger appointed over each, whose duty it was to visit every fire ranger as often as possible for the purpose of seeing that he was performing his duty effectively and not engaged in any other work except fire ranging. The Department is always pleased to receive suggestions as to the improvement of this service, and to give consideration to whatever appears desirable for that purpose. The only recent suggestions of any importance have been that the number of men should be increased, and that their pay should be added to. The Department considers that the territory is pretty well guarded now, except perhaps in a few dangerous localities, as to which special action can be taken, and as to the increased remuneration, the Department feels that it should be undertaken by the parties receiving the largest proportion of benefit from the service, that is the timber licensees.

Later on, when settlement had extended further back and railway construction had assumed larger proportions and the discoveries of minerals had sent an army of prospectors into the forest, it became expedient to appoint fire rangers on the unsold territory of the Crown. The railways we found were the cause of great losses of timber by fire. In some instances, the survey parties were careless and allowed fires to remain unextinguished when moving, which spread and did serious damage. Then the disregard of the Fire Act as to the proper appliance to be fixed to locomotives created an additional danger. The Department tried the experiment of putting rangers along a line of railway, which was under construction through a densely timbered region, and became satisfied by that experiment that fires need not occur in railway construction if proper care was exercised. So legislation was obtained which enabled the Department to put rangers along lines of railway through the back country wherever it deemed the same were necessary, and to make the railway company pay the cost of the protection. Even in districts where construction was completed and the railway was running through a densely timbered region, the Department took the precaution of placing rangers, supplying them with railway velocipedes so that they could follow the trains from one section to another and so on, so that if a fire started from sparks or the dropping of coals by the locomotive, it might be put out before it assumed large proportions.

Of course, forest fires have occurred in spite of all the care and efforts we have made to prevent them. It is impossible to watch every one of the thousands of people who are wandering through the forest during the dry period, many of them reckless and careless as to the danger of leaving fires burning when they move camp, etc., etc. The ideal state would be to keep every body out of the forest, allowing no burning by settlers for clearing land during the summer months, etc., and that is what some people think should be done. Practically, this cannot be done; in the very nature of things, it would stop the clearing up of the lands for farming, create bad feeling and lead to the setting out of fires with malice, which can be easily done without discovery in an immense forest area. The ideal state being unattainable, practical efforts have been made to improve the situation, and the belief of the Department is that a sound public opinion has been created upon this question among the denizens of the forests, that consequently forest fires are neither so frequent nor so disastrous as they used to be, and that the situation is yearly improving. As before said, the system has never been regarded as perfect, and we are consequently frequently inquiring of those experienced in such matters as to suggestions whereby the system can be made more effective. Last year we had some serious fires, but no great losses took place; where the timber was damaged we were able to offer it for sale before it became a loss. The reports we have received from timber

licensees do not show any serious loss on licensed lands, and where the damage has occurred, they too, having prompt reports from the fire rangers, were able to arrange to cut the damaged timber before it went to waste.

On licensed territory we had last year 376 men, at a cost of \$46,621.45; on railways, 147 men, at a cost of \$53,236.71; on lands of the Crown, 58 rangers, at a cost of \$17,398.52. Then, the licensees paid an equal amount to ours for rangers on licensed lands, viz.; \$46,621.45. On Forest Reserves we had 111 men, costing \$45,805.18, so that there were on duty as fire rangers in the forest during the summer months, 692 men, at a cost of \$209,682.29.

#### PARKS AND RESERVES.

In recent years the desire of the Department has been to separate areas valuable for their pine timber into forest reserves and close them against settlement, etc. We have also created one or two parks, partly for this, and partly for other reasons.

The first park established in the Province was the Algonquin Park. At the time it was established, the territory covered by it was all under timber license, part of it for the cutting of all kinds of timber and part of it for the cutting of pine timber only. A careful inspection was made of this territory, and finding it was unsuitable for agricultural purposes, contained a network of rivers and lakes, covered the head waters of seven or eight important streams, it was felt that it would be a public benefit to withdraw it from settlement, put a staff of rangers in it in order to protect it from trespass and fire, as well as to preserve the game, and as far as possible keep it in a state of nature. This park is to-day one of the most beautiful parks to be found anywhere, containing miles of beautiful lakes and rivers, on which the lover of the forest may roam through what has been well called a "Lacustrine Paradise." The game has been preserved, indeed the forest is alive with game, moose being plentiful, and that most interesting of all Canadian wild animals, the beaver, is to be found surrounded by his family, as industrious in hydraulics as he ever was. If the people of this Province generally knew what a marvellously lovely spot this park is, and so easy of access, they would certainly take advantage of the opportunity of spending their summer holidays in this quiet locality, surrounded by a typical Canadian forest. In this park we have a chief ranger with a staff of rangers under him to prevent fire and trespass, enforce the game and fishery laws and cut out portage roads from one lake to the other. These rangers are always courteous and obliging to visitors and endeavor to give them all information, which shall enable them to visit different parts of the park. The area of this park is 1,216,000 acres.

Rondeau Park: This is a small park containing about 5,000 acres. It is situated in one of the garden counties of Ontario, the County of Kent, on the shores of Lake Erie. Here is to be found specimens of all the ancient forest trees of Ontario, which it is almost impossible to find in any other locality. It is a favourable resort for picnic parties from the surrounding neighborhood, and is an ideal spot for such outings. There is a Superintendent in charge, and small lots are leased at a moderate rental by the Department for cottage sites.

The Temagami Forest Reserve, the most important in the Province, contains a large quantity of pine timber, which has been estimated at from three to four billions of feet. The pine timber is of good quality, and easily lumbered, part of it can be driven down to Ottawa City, and also to the Georgian Bay of Lake Huron. It is being blocked out by surveys, and the quantity



of timber on these blocks is being estimated from year to year for the purpose of ascertaining with closeness the actual quantity of timber there is in the reserve. There is a chief ranger in charge of this reserve, who had under him last year a staff of seventy rangers, at a cost of \$30,000. There were no serious fires in the reserve although in the vicinity of Gowganda Lake, there was a fire that did some damage. The quantity of timber was estimated and offered for sale and was sold for \$18 a thousand bonus, in addition to the Crown dues of \$2. This reserve has been carefully protected, but it is the subject of a good deal of anxiety just now. The pine timber is growing on the surface, and beneath it there are silver mines. Thousands of prospectors have gone in there, which will render a large increase in the ranging staff necessary. The area of this reserve is 3,563,600 acres.

The Nepigon Reserve has an area of 4,670, 080 acres. There is a considerable body of pine in this reserve, but it was to protect the spruce and pulpwood growing on this area and to preserve the game and fish that it was primarily set apart. Here there is a chief ranger with a staff under him. Owing to the construction of the Transcontinental Railway, there is a continual stream of travel through this reserve, as the line of construction runs through the north end of it. There have been some fires during the year, but none have done any serious damage. Twenty-two rangers were on duty there last year at a cost of about \$9,000.

Thunder Cape Reserve is a small reserve, eighty miles in extent, which was set apart to protect the timber on the promontory called Thunder Cape. The Crown Timber Agent at Port Arthur is in charge of this reserve.

The Mississauga Reserve is situated on the tributary to the Mississauga River, which flows into the Georgian Bay of Lake Huron. This reserve contains 1,920,000 acres. The quantity of pine timber on this reserve is estimated at from three to four billions of feet. There is no settlement or mining in this vicinity, and therefore it is reasonably safe from fire. The Department is also blocking this reserve out by survey and estimating the blocks so as to get an accurate idea of the quantity of pine timber in it. We had a supervising ranger and staff of twenty-two rangers under him on duty in this reserve last year at a cost of about \$7,600.

There is a large block of timber lying on the Quetico River, in the Rainy River District, which it is under contemplation to create into a forest reserve. The estimated quantity of timber on this area is about one and a half billions of feet.

#### CULLERS' EXAMINATIONS.

Cullers' examinations were held at North Bay, Kenora, Arnprior and Sprague. 47 candidates were successful at these examinations and were granted certificates authorizing them to act as Cullers. (For list of Cullers see Appendix No. 45, page 119.)

#### CROWN SURVEYS.

The following Crown surveys have been undertaken this year:—

Instructions for subdivision of thirteen townships were issued. The names of these townships and the respective districts in which they are situate are as follows:—

District of Nipissing:—Part of Maisonville and Benoit, townships of Skead, Bonis, Berry, Steele. District of Sudbury:—Townships of Haggart and Kingsmill. District of Algoma:—townships of Fleck and Sankey. District of Thunder Bay:—township of Fraleigh. District of Rainy River:—townships of Morson and Umbach.

Instructions also issued for a number of base and meridian lines which were run out during the year. In the Mississauga Forest Reserve, District of Algoma, 319 miles were run. In the Temagami Forest Reserve, in the District of Nipissing, 140 miles were run. In the District of Algoma and Thunder Bay, 153 miles were run. In the District of Sudbury, 27 miles were run.

The outlines of Block No. 7, in the Thunder Bay and Rainy River Districts, set apart in accordance with the provisions of Statutes of Ontario, 4 Edward VII., Chapter 18, along the Thunder Bay Branch of the Grand Trunk Pacific Railway, was also defined upon the ground, 48 miles having been run.

The Gillies Timber Limit, in the District of Nipissing, was also subdivided into blocks of the normal area of 640 acres each.

A number of timber berths in the Districts of Algoma, Nipissing, Rainy River, have been surveyed during the year.

The town sites of Brower, Smyth and addition to Smyth, both in the District of Nipissing, have also been surveyed.

Several other minor surveys have been performed.

The reports of the surveyors of the base and meridian lines in the Clay Belt in Northern Ontario confirm the favorable impression of former reports as to the adaptability and fertility of the soil for agricultural purposes.

The surveyors' reports so far as received and examined will be found in Appendices 18 to 42 inclusive, pages 61 to 113, inclusive.

#### MUNICIPAL SURVEYS.

On the petitions of the municipal councils of the City of Port Arthur, County of Waterloo, County of Wellington, Township of Barton, Township of East Oxford, Township of Ross, Township of Houghton, United Counties of Stormont, Dundas and Glengarry, Township of East Luther, instructions have issued to survey certain streets in the City of Port Arthur, to survey part of the line between the Township of Waterloo and the Township of Guelph, to survey the original allowance for road between broken front and 1st concession of Barton, to survey a portion of road allowances between the 3rd and 4th concessions of the Township of East Oxford, to survey a portion of the road allowance between the 7th and 8th concessions in the Township of Ross, to survey the road allowance between lots 7 and 8 east of the North Road, Township of Houghton, to survey the boundary road allowance between the Townships of Osnabruk and Cornwall, to survey certain lots in the 14th concession of the Township of East Luther.

The following municipal surveys have been confirmed under the provisions of the Revised Statutes of Ontario, 1897, Chapter 181, sections 14 and 15, such surveys being final and conclusive. The allowance for road forming the boundary between the Townships of Osgoode and Mountain. Certain block of land in the Town of Blind River, District of Algoma. Certain line in the Township of Hinchinbrooke, in the County of Frontenac.

Particulars relating to these surveys will be found in Appendices No. 14 and 15, pages 54 to 56, inclusive.

#### MINING AND OTHER SURVEYS.

The Mining Act of Ontario requires that applicants to purchase or lease mining lands in unsurveyed territory shall file in the Department, surveyor's plans (in triplicate) of their proposed mining claims with field notes



and description by metes and bounds, before any sale or lease can be carried out, and under Orders-in-Council, dated February 26th, 1906, 2nd October, 1907, 7th November, 1907 applicants to purchase islands, or locations for pleasure and summer resorts or for agricultural purposes in unsurveyed territory, are required to file surveyor's plans (in triplicate) of their islands or locations as the case may be, with field notes and descriptions by metes and bounds, together with the necessary affidavits as to there being no adverse claim by occupation or improvement, etc.

Under the above Act, Orders-in-Council and Regulations in the Districts of Parry Sound, Nipissing, Sudbury, Algoma, Thunder Bay, Rainy River, an area of 10,708.98 acres has been sold and patented during the year for which the sum of \$38,077.89 has been received, and an area of 404½ acres has been leased at \$1 per acre for the first year's rental.

F. COCHRANE,  
*Minister.*

Department of Lands, Forests and Mines,  
Toronto, December 31st, 1908.





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## APPENDICES.

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## Appendix No. 1.

RETURN of Officers and Clerks of the Department of Lands, Forests and Mines for the year 1903.

Branch	Name	Designation	When appointed	Salary per annum	Remarks
Sales and Free Grants.....	Hon. F. Cochrane.....	Minister .....	1905, May 13.....	\$ c. 6,000 00	
	Aubrey White .....	Deputy Minister.....	1882, Jan. 1.....	3,750 00	
	George Kennedy .....	Law Clerk .....	1872, Feb. 1.....	2,500 00	
	Geo. W. Yates.....	Minister's Secretary .....	1899, Feb. 26.....	1,800 00	
	E. S. Williamson.....	Secretary to Department.....	1889, May 1.....	1,600 00	
	Janet Garvie.....	Stenographer.....	1905, Jan. 1.....	650 00	
	M. M. McCrea.....	do .....	1905, Oct. 9.....	550 00	
	J. J. Murphy.....	Chief Clerk .....	1872, May 1.....	2,000 00	
	Walter Can. ....	Clerk .....	1903, Mar. 6.....	1,400 00	
	W. R. Ledger .....	do .....	1894, Feb. 5.....	1,050 00	
Military Grants....	Selby Draper.....	do .....	1903, Jan. 1.....	1,100 00	
	May Bengough.....	Stenographer .....	1896, Oct. 23.....	650 00	
	W. A. Collins.....	Clerk .....	1906, July 1.....	800 00	
	S. A. Platt .....	do .....	1905, Oct. 9.....	850 00	
	J. Oram.....	Stenographer .....	1906, June 19.....	550 00	
	R. H. Browne .....	Chief Clerk .....	1900, Mar. 2.....	1,650 00	
Surveys and Patents.....	R. T. Winter.....	Clerk .....	1904, Jan. 13.....	850 00	
	E. F. O'Neil.....	Stenographer.....	1904, Nov. 9.....	550 00	
	Geo. B. Kirkpatrick .....	Director of Surveys.....	1866, Jan. 30.....	2,450 00	
	J. F. Whitson.....	Surveyor and Draughtsman.....	1892, Sept. 1.....	2,000 00	
	W. F. Lewis.....	Clerk.....	1872, Feb. 5.....	1,150 00	
	D. G. Boyd.....	Draughtsman .....	1897, Sept. 27.....	1,300 00	
	E. M. Jarvis.....	Clerk .....	1904, Oct. 19.....	1,000 00	
	J. B. Proctor .....	do .....	1897, Jan. 15.....	950 00	
	H. Treeby .....	Draughtsman .....	1904, Jan. 13.....	1,000 00	
	M. H. Kirkland.....	Stenographer .....	1904, Nov. 23.....	550 00	
Patents.....	J. H. Patterson .....	Draughtsman .....	1906, April 21.....	800 00	
	F. C. Blanchet .....	do .....	1906, May 15.....	800 00	
	C. S. Jones.....	Chief Clerk.....	1890, May 22.....	1,800 00	
	C. E. Burns .....	Clerk.....	1900, April 9.....	1,000 00	
	W. S. Sutherland .....	do .....	1902, Jan. 13.....	1,100 00	
	W. Carrell .....	do .....	1904, Jan. 15.....	1,000 00	
	A. E. Robillard .....	do .....	1894, May 8.....	850 00	



Woods and Forests	J. A. G. Crozier.....	Chief Clerk.....	1887, Dec. 1.....	2,050 00
	Kenneth Miller.....	Clerk.....	1891, Nov. 1.....	1,250 00
	J. B. Cook.....	do.....	1898, Aug. 1.....	1,400 00
	H. Gillard.....	do.....	1900, April 9.....	1,150 00
	F. J. Niven.....	do.....	1903, Jan. 1.....	1,000 00
	W. F. Trivett.....	do.....	1904, Jan. 13.....	950 00
	R. H. Hodgson.....	do.....	1904, Nov. 23.....	900 00
	Jno. Houser.....	do.....	1905, Oct. 2.....	900 00
	Chester Dies.....	do.....	1905, Oct. 2.....	800 00
	A. J. Lamb.....	do.....	1906, Aug. 23.....	800 00
Accounts.....	Florence Lennon.....	Stenographer.....	1905, Oct. 4.....	550 00
	Winnifred M. Morrow.....	do.....	1907, July 31.....	550 00
	D. George Ross.....	Accountant.....	1861, April 15.....	2,100 00
	E. Leigh.....	Clerk.....	1873, Dec. 20.....	1,200 00
	H. M. Lount.....	do.....	1904, Jan. 13.....	1,150 00
	H. E. Johnston.....	do.....	1905, Oct. 2.....	1,000 00
	H. G. Harris.....	do.....	1905, Oct. 2.....	850 00
	C. J. Clark.....	do.....	1905, Oct. 2.....	850 00
	Frank Yeigh.....	Registrar.....	1880, Mar. 1.....	1,500 00
	H. Cartwright.....	Clerk.....	1893, Oct. 1.....	1,200 00
Bureau of Mines...	Thos W. Gibson.....	Deputy Minister.....	1891, June 19.....	3,000 00
	Anne Moffatt.....	Clerk.....	1901, Mar. 1.....	800 00
	W. H. Morris.....	do.....	1906, Jan. 1.....	859 00
	Ethel Craig.....	Stenographer.....	1906, Jan. 1.....	600 00
	R. D. Fisher.....	Clerk.....	1905, Oct. 2.....	1,000 00
	R. A. Sinclair.....	do.....	1906, Feb. 27.....	850 00
	D. H. Barr.....	do.....	1906, Aug. 7.....	800 00
	W. Lemoine.....	Clerk.....	1907, Jan. 29.....	850 00
	A. Burritt.....	do.....	1907, Sept. 24.....	850 00
	Flossie McDougall.....	Stenographer.....	1906, July 24.....	550 00
	H Brophy.....	Messenger.....	1893, Oct. 1.....	700 00

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Deputy Minister Lands and Forests.

## Appendix No. 2.

## List of Land Agents and Homestead Inspectors for the year 1908.

Name.	Post office address.	District or county.	Date of appointment.	Salary per annum.	Remarks.
Anderson, Jno. H.	Tory Hill	Part of Hastings and Peterboro.	1905, May 31.	\$ c. 300 00	Died Dec. 31, 1908.
Baker, R. H.	Minden.	do Victoria.	1907, Oct. 1.	350 00	
Barr, James	Fort Frances.	Homestead Inspector	1906, Nov. 23.	1,200 00	
Belyea, C. W.	Kenora.	Part of District of Rainy River.	1907, Jan. 16.	300 00	1905, Oct. 20.
Both, Chas.	Denbigh.	do Frontenac and Addington.	1905, Oct. 20.	100 00	
Brown, James B.	Bracebridge	Homestead Inspector and Crown Land Agent	1905, July 28.	900 00	
Byers, R. J.	Massey.	Part of District of Sudbury	1906, July 3.	500 00	1901, Nov. 30.
Buchanan, Thos.	Thessalon	do Algoma	1901, Nov. 30.	300 00	
Burnes, C. W.	Parry Sound.	Homestead Inspector	1905, Nov. 15.	900 00	
Campbell, Wm.	Stratton Station.	Part of District of Rainy River.	1897, Aug. 12.	300 00	1908, Nov. 1.
Campbell, Thos.	Cochrane.	Part of District of Nipissing.	1908, Nov. 1.	500 00	
Chester, Thos.	New Liskeard.	Homestead Inspector	1906, June 8.	1,200 00	
Dean, Thos.	Sault Ste. Marie	Homestead Inspector	1908, July 29.	600 00	Resigned March 31, 1908.
Deacon, John M.	Mattawa.	Part of District of Nipissing.	1905, July 8.	500 00	
Eastland, T. G.	Apsley	do County of Peterboro.	1896, July 10.	300 00	
Freeborn, Dr. J. S.	Maganetawan.	do District of Parry Sound.	1905, Nov. 10.	500 00	Resigned July 29, 1908.
Grills, John J.	New Liskeard.	Lake Temiskaming, District of Nipissing.	1905, July 3.	500 00	
Groulx, R. J.	Chelmsford.	Homestead Inspector	1906, May 7.	600 00	
Handy, E.	Emsdale.	Part of Parry Sound.	1879, July 3.	500 00	Resigned July 20, 1908.
Hollands, C. J.	Fort Frances.	Town plot of Alberta and part of District of Rainy River.	1892, Oct. 12.	300 00	
Hunt, J. McK.	Fort William	Homestead Inspector.	1906, May 12.	600 00	
Hughes, Thos.	Murillo.	do do	1908, July 20.	600 00	Resigned Nov. 22, 1908.
Hugh, Williams.	Heaslip.	Part of District of Nipissing.	1905, July 14.	500 00	
Jenks, James.	Mattawa.	do do	1908, March 31.	500 00	
Jenkin, Wm.	Emsdale.	do do	1908, July 29.	500 00	1907, Oct. 30.
Keefer, Harold A.	Port Arthur	do do	1907, Oct. 30.	500 00	
Lemieux, J. A.	Bleazard Valley.	do do	1908, June 26.	400 00	
MacLennan, J. K.	Sudbury.	do do	1905, July 3.	500 00	1905, Sept. 8.
McFayden, Alex.	Emo	do do	1905, Sept. 8.	500 00	
Parsons, Thos. J.	North Bay.	do do	1908, April 8.	300 00	
Philon, Jas. A.	Sturgeon Falls.	do do	1907, Sept. 30.	500 00	



Powell, Fred. R. ....	Parry Sound.....	Part of District of Parry Sound.....	1907, May 31....	500 00
Prince, Adam.....	Wilno.....	do Renfrew.....	1905, July 12...	500 00
Pronger, R. H.....	Dryden.....	do District of Rainy River.....	1906, May 7....	300 00
Quenneville, Isadore..	Sturgeon Falls.....	Homestead Inspector.....	1906, May 7....	600 00
Scarlett, J. S.....	Powassan.....	Part of District of Parry Sound .....	1880, June 17..	500 00
Tait, J. R.....	L'Amable.....	do Hastings.....	1869, May 28 ..	500 00
Wilson, James.....	Kinnmount.....	do Peterboro.....	1905, May 31....	150 00
Warren, D. B.....	Pembroke.....	do Renfrew.....	1905, July 3....	300 00
Wright, E. A.....	Warren.....	do District of Sudbury.....	1905, July 14 ..	500 00
Whybourne, W. E.....	Marksville.....	do St. Joseph Island.....	1905, April 7....	200 00
Watson, T. P.....	Engelhart.....	Assistant Homestead Inspector.....	1905, May 10....	912 00
Woollings, Jos.....	Engelhart.....	Part of District of Nipissing.....	1908, June 30..	500 00
Young, H. N.....	Sault Ste. Marie.....	do do Algoma.....	1901, Nov. 23...	300 00

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Deputy Minister Lands and Forests.

*Appendix No. 3.*

Statement of Lands Sold and Leased. Amount of Sales and Leases and Amount of Collections for the year 1908.

Service	Acres sold and - leased	Amount of sales and leases	Collections on sales and leases
		\$ c.	\$ c.
<i>Crown Lands:</i>			
Agricultural .....	74,911 $\frac{3}{4}$	62,656 43	59,360 14
Mining.....	7,559	18,842 90	23,445 30
Clergy Lands.....	109	60 00	1,642 05
Common School Lands .....	107	766 80	5,890 96
Grammar do do .....	50	40 00	433 65
University Lands.....	3,109 $\frac{1}{2}$	1,594 87	1,015 78
<i>Leases:</i>			
Mining .....	4,917 $\frac{82}{100}$	4,877 57	20,611 81
Crown .....	3,864 $\frac{73}{100}$	311 50	6,165 56
	94,628 $\frac{4}{5}$	89,150 07	118,565 25

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Deputy Minister Lands and Forests.



*Appendix No. 4.*

Statement of the Revenue of the Department of Lands, Forests and Mines for the year 1908.

Service	\$	c.	\$	c.	\$	c.
LAND COLLECTIONS.						
<i>Crown Lands:</i>						
Agricultural .....	59,360	14				
Mining .....	23,445	30				
			82,805	44		
Clergy Lands.....	1,642	05				
Common School Lands .....	5,890	96				
Grammar do do .....	433	65				
University Lands.....	1,015	78				
			8,982	44		
<i>Rent:</i>						
Mining Leases.....	20,611	81				
Crown Leases.....	6,165	56				
			26,777	37		
Mining Licenses.....	71,721	39				
Recording Fees .....	66,008	71				
			137,730	10		
Royalties.....	218,071	96				
Provincial Mines.....	12,592	90				
			230,664	86		
<i>Supplementary Revenue:</i>						
Acreage Tax.....	9,502	47				
Profit Tax.....	100,538	57				
Gas Tax.....	15,037	02				
			125,078	06		
WOODS AND FORESTS.						
Bonus .....			100,879	39		
Timber Dues.....			1,618,242	58		
Ground Rent.....			65,150	87		
Transfer Fees .....			2,063	15		
					1,786,338	99
Provincial Assay Fees.....	362	60				
Casual Fees.....	778	72				
Cullers' Fees.....	384	00				
			1,525	32		
Rondeau Park.....	335	25				
Algonquin Park.....	581	90				
Forest Reserves.....	1,181	77				
			2,098	92		
REFUNDS.						
					3,624	24
Diamond Drill.....			11,286	11		
Temagami Timber Cutting.....			172	00		
Fire Ranging.....			16,177	63		
Surveys .....			121	00		
Wood Ranging.....			311	54		
Agents Salaries.....			244	87		
Estimation of Timber Berths .....			5	24		
Explorations and Investigations .....			104	50		
Inspection Fees.....			5	00		
					28,427	89
					2,430,429	39

D. GEO. ROSS,  
Accountant.AUBREY WHITE,  
Deputy Minister Lands and Forests.

*Appendix No. 5.*

Statement of Receipts of the Department of Lands, Forests and Mines for the year 1908,  
which are considered as Special Funds.

Service.	\$ c.	\$ c.
<i>Clergy Lands.</i>		
Principal .....	702 73	
Interest .....	939 32	1,642 05
<i>Common School Lands.</i>		
Principal .....	2,488 50	
Interest .....	3,402 46	5,890 96
<i>Grammar School Lands.</i>		
Principal .....	255 00	
Interest .....	178 65	433 65
<i>University Lands.</i>		
Principal .....	875 25	
Interest .....	140 53	1,015 78
		8,982 44

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Deputy Minister Lands and Forests.



*Appendix No. 6.*

STATEMENT of Disbursements of the Department of Land, Forests and Mines for the year 1908.

Service.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES.			
<i>Land.</i>			
Anderson, John H.....	300 00		
Baker, R. H.....	350 00		
Belyea, C. W.....	300 00		
Both, Chas.....	100 00		
Brown, J. B.....	900 00		
Buchanan, Thos.....	300 00		
Byers, R. J.....	500 00		
Campbell, Wm.....	300 00		
Deacon, J. M.....	125 00		
Eastland, T. G.....	300 00		
Freeborn, Dr. J. S.....	500 00		
Grills, J. J.....	500 00		
Handy, E.....	301 29		
Hollands, C. J.....	300 00		
Hugh, Williams.....	447 60		
Jenks, J.....	375 00		
Jenkin, Wm.....	198 71		
Keefer, Harold A.....	500 00		
Lemieux, J. A.....	200 00		
McFayden, Alex.....	300 00		
MacLennan, J. K.....	500 00		
Parsons, W. J.....	363 79		
Phillon, J. A.....	500 00		
Powell, Fred R.....	500 00		
Prince, Adam.....	500 00		
Pronger, R. H.....	300 00		
Scarlett, J. S.....	500 00		
Tait, J. R.....	500 00		
Warren, D. B.....	300 00		
Whybourne, W. E.....	200 00		
Wilson, James.....	150 00		
Woollings, Joseph.....	235 57		
Wright, E. A.....	500 00		
Young, H. N.....	300 00		
		12,446 96	
<i>Timber.</i>			
Christie, W. P.....	1,600 00		
Hawkins, S. J.....	1,400 00		
Henderson, Chas.....	1,600 00		
Howie, R. G.....	1,200 00		
Johnson, S. M.....	1,600 00		
McDonald, Hector.....	1,400 00		
McDougall, Jas. T.....	1,610 00		
Margach, Wm.....	1,600 00		
Maughan, Joseph.....	1,400 00		
Stevenson, A.....	1,400 00		
Oliver, J. A.....	1,400 00		
		16,210 00	
<i>Homestead Inspectors.</i>			
Barr, James.....	1,200 00		
Burnes, C. W.....	900 00		
Chester, Thos.....	1,200 00		
Carried forward.....	3,300 00	28,656 96	

*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> . . .	3,300 00	28,656 96	
<b>AGENTS' SALARIES—<i>Concluded.</i></b>			
<i>Timber.—Concluded.</i>			
Groulx, R. J. . . . .	600 00		
Hunt, Jas. McK. . . . .	350 00		
Hughes, Thos. . . . .	150 00		
Quenneville, Isadore. . . . .	600 00		
Watson, T. P. . . . .	915 00		
Dean, Thos. . . . .	248 08		
		6,163 08	
<b>AGENTS' DISBURSEMENTS.</b>			
<i>Land.</i>			
Baker, R. H. . . . .	5 44		
Belyea, C. W. . . . .	789 05		
Brown, J. B. . . . .	111 41		
Ruchanan, Thos. . . . .	17 72		
Byers, R. J. . . . .	12 24		
Campbell, Wm. . . . .	34 45		
Deacon, J. M. . . . .	4 93		
Freeborn, Dr. J. S. . . . .	17 45		
Grills, J. J. . . . .	58 21		
Handy, E. . . . .	20 39		
Hugh, Williams. . . . .	15 00		
Jenks, J. . . . .	17 21		
Jenkin, Wm. . . . .	96		
Keefer, H. A. . . . .	19 50		
McFayden, Alex. . . . .	67 28		
Parsons, W. J. . . . .	22 55		
Philon, J. A. . . . .	22 67		
Powell, F. R. . . . .	19 00		
Pronger, R. H. . . . .	67 47		
Scarlett, H. S. . . . .	6 74		
Tait, J. R. . . . .	15 00		
Warren, D. B. . . . .	5 18		
Whybourne, W. E. . . . .	2 92		
Woolings, Joseph. . . . .	20 25		
Young, H. N. . . . .	16 55		
		1,389 57	
<i>Timber.</i>			
Christie, W. P. . . . .	382 20		
Hawkins, S. J. . . . .	431 08		
Henderson, Chas. . . . .	367 11		
Howie, R. G. . . . .	367 35		
Johnson, S. M. . . . .	199 25		
McDonald, Hector. . . . .	556 80		
McDougall, Jas. T. . . . .	506 37		
Margach, Wm. . . . .	2,241 00		
Maughan, Jos. . . . .	548 78		
Stevenson, A. . . . .	420 33		
Oliver, J. A. . . . .	749 83		
		6,770 10	
<i>Carried forward</i> . . . . .		42,979 71	

*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought Forward</i> .....		42,979 71	
<i>AGENTS' DISBURSEMENTS.—Concluded.</i>			
<i>Homestead Inspector.</i>			
Barr, Jas.....	442 60		
Burnes, C. W.....	697 87		
Chester, Thos.....	267 18		
Dean, Thos.....	60 15		
Groulx, R. J.....	228 05		
Hunt, J. McK.....	109 39		
Hughes, Thos.....	197 47		
Quenneville, Isadore.....	168 65		
Watson, T. P.....	311 65		
		2,483 01	
<i>Miscellaneous.</i>			
Ames, D. H., Caretaker Islands in Dog and Lough- borough Lakes.....	20 00		
Archibald, John, Inspection lots St, Joseph's Island...	4 00		
Bilton, Geo., Caretaker Islands Mud and Loon Lakes...	27 00		
Campbell, J. A. H., Examining water lots in Detroit River.....	50 00		
Code, R. G., Inspection Lot 16, Baird St., Ottawa.....	10 55		
Coyne, P., Inspection Carr and Taylor.....	75 00		
Ellis, John, " Ops.....	5 00		
Fitzgerald, E. C, Inspection Merritt.....	131 45		
Fulton, Louis, Inspection Townsites Larder Lake, Elk Lake and Smyth.....	716 63		
McDonald, A., Inspection Burns.....	150 00		
Beckie, Albert, Inspection Wilson.....	100 00		
Watts, Geo., Services.....	1,570 00		
" Disbursements.....	619 89		
		3,479 52	
<i>Ottawa.</i>			
Darby, E. J., Agent.....	1,500 00		
" Special service.....	200 00		
		1,700 00	
Larose, S. C., Clcrk.....		1,000 00	
Rent.....	500 00		
Disbursements.....	69 36		
		569 36	
<i>Quebec.</i>			
Nicholson, Byron, Agent.....	1,500 00		
Harney, Thos., Caretaker.....	112 50		
Hayden, J., ".....	37 50		
		1,650 00	
Rent.....	125 00		
Disbursements.....	316 05		
		441 05	
			2,091 05
<i>Carried forward</i> .....			54,302 65



*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			54,302 65
<b>WOOD RANGING.</b>			
Allen, R. A.....		1,130 00	
Ansley, J. J.....		1,020 00	
Ansley, W. E.....		328 00	
Arnell, Wm.....		394 00	
Barrett, Thos.....	1,300 00		
Disbursements.....	7 23		
		1,307 23	
Blair, W. A.....		450 00	
Bliss, L. E.....		970 00	
Binnie, Thos.....		96 00	
Castonguay, A. C.....		175 00	
Chenier, D.....		1,310 00	
Clarke, R. H.....		150 00	
Coburn, Jno.....		390 00	
Corrigan, R. T.....		930 00	
Dodds, Thos.....		75 00	
Doyle, T. J.....		344 00	
Dugan, J. K.....		158 00	
Durrill, Wm.....		1,750 00	
Ewan, John.....		75 00	
Fisher, Geo.....		620 00	
Fitzgerald, E. C.....		115 00	
Foster, E. G.....		798 47	
Fraser, Wm.....		240 00	
Gorman, P.....		900 00	
Gorman, James P.....		468 46	
Graham, Fred S.....		225 00	
Hartley, Chas.....		985 00	
Hatch, J. W.....	111 00		
Disbursements.....	13 25		
		124 25	
Hawkins, S. J.....		33 00	
Henderson, Chas.....		199 35	
Herring, E. C.....		1,155 00	
Hickerson, M. T.....1907	210 00		
do.....1908	100 00		
		310 00	
Hill, H.....1906		13 50	
Huckson, A. H.....		1,245 00	
Hutton, John.....		960 00	
Hurdman, W. H.....		560 00	
Irving, John.....		390 00	
Jervis, Henry.....		1,285 00	
Lee, James B.....		1,055 00	
Londry, W. E.....		194 62	
Lucas, R. G.....		290 00	
Manice, Wm.....		1,465 00	
Margach, J. A.....		210 00	
Margach, Wm., disbursements.....		61 53	
Maughan, Joseph.....		10 00	
Macdonell, R. D.....		100 00	
Matheson, Wm.....		1,290 00	
Menzies, A.....		1,345 00	
<i>Carried forward</i> .....		27,700 41	54,302 65

*Appendix No. 6.—Continued.*

Service	\$	c.	\$	c.	\$	c.
<i>Brought Forward</i> .....			27,700	41	54,302	65
<i>WOOD RANGING.—Concluded.</i>						
Milway, James.....	1,068	00				
Disbursements.....		5 60				
			1,073	60		
Morley, J. R.....1907	202	50				
do.....1908	699	85				
			902	35		
Murray, Wm.....			1,635	00		
Murray, Geo.....			830	00		
McCaw, J. G.....			860	00		
McCreight, John.....	808	30				
Disbursements.....		113 88				
			922	18		
McDonald, Hector, disbursements.....1907		5 00				
do.....1908		58 00				
			63	00		
McDonald, Angus.....			314	00		
McDonald, A. W.....	210	00				
Disbursements.....		135 45				
			345	45		
McDonald, A. J. ....	596	00				
Disbursements.....		14 48				
			610	48		
McDonald, Thos.....			32	00		
McLean, John.....			1,175	00		
McNab, Alex.....			720	00		
McNamara, John.....			590	00		
McPherson, James S.....			1,285	00		
Newburn, William.....			595	00		
Oliver, J. A.....			74	65		
Paul, Charles.....			635	00		
Playfair, R. W.....			710	00		
Purdy, John A.....			580	00		
Ridley, Robert.....			950	00		
Ritchie, James.....			980	00		
Rogers, Fred. W.....			487	31		
Sharpe, James A.....			5	00		
Shaw, George.....			800	00		
Shaw, Alfred.....			430	00		
Smith, J. D. C.....	1,010	00				
Disbursements.....		28 40				
			1,038	40		
Thompson, George S.....			225	00		
Urquhart, A.....			1,105	00		
Vincent, H. T.....			1,130	00		
Wagner, Fred.....			100	00		
Watts, George.....	395	00				
Disbursements.....		320 60				
			715	60		
Weston, Frank R.....			780	00		
Whelan, P. J.....			1,560	00		
White, T. J. G.....			625	00		
Wilkins, George.....			860	00		
Wood, W. D.....			378	85		
					53,823	28
<i>Carried Forward</i> .....					108,125	93

*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			108,125 93
<i>Exploration and Estimation of Timber Berths.</i>			
Kennedy, W. C., services.....	301 00		
Disbursements.....	315 54		
		616 54	
Margach, William, disbursements.....		616 11	
Milligan, R. W., salary and disbursements.....		896 31	
McCreight, John, services.....	581 00		
Disbursements.....	876 89		
		1,457 89	
			3,586 85
<b>FIRE RANGING.</b>			
Adams, Alex.....	360 00		
Disbursements.....	10 85		
		370 85	
Adams, M. J.....		292 50	
Adams, Arthur.....		131 00	
Algoma Central Railway Co.....		23 56	
Algoma Central and Hudson Bay Co.....		9 63	
Algoma Commercial Co.....		7 49	
Allen, C. G.....	342 50		
Disbursements.....	12 90		
		355 40	
Alison, M. B.....	185 00		
Disbursements.....	16 15		
		201 15	
Almon, John E.....		132 00	
Ambrose, A. W.....		81 00	
Ainslee, Alex.....		131 00	
Angus, Robert.....	345 00		
Disbursements.....	7 55		
		352 55	
Archer, George.....		131 00	
Armstrong, J. T.....		240 00	
Armstrong, J. C.....		118 50	
Arnott, Wm.....		130 00	
Asselin, Cyrile.....		131 00	
Atkinson, Thomas S.....		139 00	
Aubin, Geo.....		131 00	
Austin, H. G.....	1907	80 00	
Aylward, James.....		85 00	
Ayotte, L.....	225 00		
Disbursements.....	1 10		
		226 10	
Baechler Lumber Co.....		86 50	
Baker, Edward.....	330 00		
Disbursements.....	30 85		
		360 85	
Banning, Edgar.....		123 00	
Barthiaume, Jos.....		99 00	
Barrett, W. J.....		5 25	
Beaudrey, Samuel.....		131 00	
Beck, C. Manufacturing Co.....		15 00	
<i>Carried forward</i> .....		4,320 33	111,712 78



*Appendix No. 6.—Continued.*

Service	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			4,320	33	111,712	78
<b>FIRE RANGING—Continued.</b>						
Begin, Antoine.....			140	00		
Bellefeville, Oliver.....1907			131	00		
Bennett, G. A.....	355	00				
Disbursements.....	19	20				
			374	20		
Beaton, Wm.....			152	00		
Benson, J. B.....			131	00		
Bertrand, Paul.....	357	50				
Disbursements.....	3	90				
			361	40		
Bertrand, Isaac.....			112	00		
Bingham, A. P.....	360	00				
Disbursements.....	16	20				
			376	20		
Bissaillon, Jno. ....	520	00				
Disbursements.....	230	80				
			750	80		
Black, Edward.....			82	00		
Bliss, L. E.....	820	00				
Disbursements.....	310	60				
			1,130	60		
Bolt, Adolph.....	340	00				
Disbursements.....	24	10				
			364	10		
Bolton, A. F. ....	275	00				
Disbursements.....	25	95				
			300	95		
Boisvert, Jno. D.....			105	00		
Borron, E. B.....1907	131	00				
do.....1908	131	00				
			262	00		
Booth, J. R.....1907	30	00				
do.....1908	1,299	49				
			1,329	49		
Booth and Ostrom.....			5	00		
Bouregard, A. ....			113	00		
Bowins, Jno.....	350	00				
Disbursements.....	24	85				
			374	85		
Boyd, David.....			132	00		
Brown, Henry.....1907			40	00		
Brown, Thos.....			350	00		
Brown, Jno.....			131	00		
Brownlee, J. J.....			135	00		
Brink, G. C.....	255	00				
Disbursements.....	30	95				
			285	95		
Bromley, E. ....1907			131	00		
Brooks, T. W. ....			131	00		
Brunet, A. ....	247	50				
Disbursements.....	14	40				
			261	90		
Buchanan, Robert.....			320	00		
Burger, William.....	345	00				
Disbursements.....	17	00				
			362	00		
<i>Carried forward</i> .....			13,195	77	111,712	78

*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		13,195 77	111,712 78
<b>FIRE RANGING.—Continued.</b>			
Bury, F. J. ....		280 00	
Burns, Wm. ....		131 00	
Burrow, Ernest .....		131 00	
Culhane, A. ....		113 00	
Callahan, Art. ....	362 50		
Disbursements .....	26 75		
		389 25	
Campbell, J. L. ....	830 00		
Disbursements .....	510 55		
		1,340 55	
Campbell, Duncan .....	262 50		
Disbursements .....	7 00		
		269 50	
Campbell, F. S. ....		292 50	
Campbell, Bruce .....		126 00	
Campbell, R. A. ....		36 00	
Campbell, Henderson .....		133 00	
Cameron & Co. ....		24 75	
Cameron, A. ....		131 00	
Canadian Copper Co. ....		81 20	
Carling, I. T. ....	350 00		
Disbursements .....	17 30		
		367 30	
Carney Lumber Co. ....		142 50	
Carswell & McKay .....		48 00	
Caron Vital .....		133 00	
Cassiday, Jas. ....	267 50		
Disbursements .....	13 80		
		281 30	
Cavendish Lumber Co. ....		33 25	
Chamberlain, B. E. ....		105 00	
Chartrand, Theophile. .... 1907		125 00	
Charron Jos. ....		127 00	
Cheeman, Wm. ....		131 00	
Christie, W. P., Disbursements. ....		203 21	
Clarke, Frank. ....	302 50		
Disbursements .....	25 70		
		328 20	
Clute, George .....		132 00	
Clydsdale, Alex. ....		131 00	
Coghlan, Thos. ....		155 00	
Cole, J. J. ....	355 00		
Disbursements .....	20 60		
		375 60	
Collins, Herbert. ....	287 50		
Disbursements .....	32 25		
		319 75	
Collins, James .....		60 00	
Collins, Chas. ....		131 00	
Conger Bark, Ltd. ....		19 00	
Conger Lumber Co. ....		159 05	
Colway, G. H. ....		96 00	
Conboy, Timothy .....		131 00	
Conway, Richard .....		131 00	
<i>Carried forward</i> .....		20,539 68	111,712 78

*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		20,539 68	111,712 78
<i>FIRE RANGING.—Continued.</i>			
Constantine, E.....		131 00	
Cooney, Jas. C.....		128 00	
Cooney, Patrick.....		134 00	
Corrigan, M. B.....		131 00	
Cottenham, Wm.....		132 00	
Coughlin, Edward.....		131 00	
Coulter, Chas.....	255 00		
Disbursements.....	28 90		
		283 90	
Cousins, Jas.....		131 00	
Cousineau, A.....	335 00		
Disbursements.....	3 30		
		338 30	
Cowan, Jno.....		18 00	
Cox, James.....		154 00	
Crawford, Clarence.....	337 50		
Disbursements.....	21 90		
		359 40	
Crawford, J. E.....		282 50	
Cripeau, J. A.....		109 00	
Croteau, E.....		131 00	
Crowe, R. C.....		123 00	
Cruise, W.....	287 50		
Disbursements.....	21 15		
		308 65	
Culhane, D.....		138 00	
Cullin, M. T.....		120 00	
Cunningham, Jos.....		130 00	
Curtin, David.....		131 00	
Curtis, Wm.....	330 00		
Disbursements.....	40 50		
		370 50	
Curtis, Arthur.....	337 50		
Disbursements.....	26 20		
		363 70	
Curry, L.....		131 00	
Cuthbertson, Wm.....		131 00	
Dale, R. T.....	345 00		
Disbursements.....	14 70		
		359 70	
Dale, Jno. A.....		131 00	
Daley, Jno.....		107 00	
Dane, Alfred.....		131 00	
Davidson, Ira.....	360 00		
Disbursements.....	24 00		
		384 00	
Davis, N. B.....	337 50		
Disbursements.....	20 10		
		357 60	
Davis, M. J.....		76 00	
Davey, E.....	85 00		
Disbursements.....	38 00		
		123 00	
<i>Carried forward</i> .....		26,749 93	111,712 78



*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		26,749 93	111,712 78
<b>FIRE RANGING.—Continued.</b>			
Dean, Thos. N.....	255 00		
Disbursements.....	28 90		
		283 90	
Dedine, Joel.....	362 50		
Disbursements.....	8 00		
		370 50	
Denison, H. J.....		144 00	
Desantis, Noe.....		46 00	
Desloges, J. E.....		117 00	
Dickson, Lowery.....1907	131 00		
do.....1908	130 00		
		261 00	
Didier, L. P.....		131 00	
Dillon, Pat.....		117 00	
Dixon, John.....	305 00		
Disbursements.....	13 70		
		318 70	
Dixon, L. A.....	345 00		
Disbursements.....	6 35		
		351 35	
Doherty, John.....		131 00	
Dolman, E.....	260 00		
Disbursements.....	36 15		
		296 15	
Dowling, C.....	377 50		
Disbursements.....	25 50		
		403 00	
Doyle, T. J.....		131 00	
Draycott, E. A.....		130 00	
Draycott, F. W.....1907	56 00		
do.....1908	106 00		
		162 00	
Dreany, Alex.....	265 00		
Disbursements.....	2 40		
		267 40	
Driver, James.....		131 00	
Driver, Wilbert.....		38 00	
Driver, Joseph.....		135 00	
Dubeau, John.....		135 00	
Ducharme, F.....	187 50		
Disbursements.....	18 30		
		205 80	
Dufond, Ignace.....		130 00	
Duncan, Ed. J.....		131 00	
Duval, C. A.....	337 50		
Disbursements.....	13 80		
		351 30	
Eades, James H.....		130 00	
Eady, Robt. S.....		99 00	
Edwards, E. D.....1907	133 00		
do.....1908	142 00		
		275 00	
Eilber, Geo.....	362 50		
Disbursements.....	19 50		
		382 00	
<i>Carried forward</i> .....		32,564 03	111,712 78

*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		32,564 03	111,712 78
<b>FIRE RANGING.—Continued.</b>			
Elliott, J. ....	305 00		
Disbursements .....	26 00		
		331 00	
Enright Thos. ....	360 00		
Disbursements .....	14 90		
		374 90	
Erwin, Thos. ....		129 00	
Ethier, A. ....		37 00	
Evelyn, Wm. .... 1907		131 00	
Fairbairn, N. H. ....		96 00	
Fautin, Jos. ....		131 00	
Ferguson, D. .... 1907		131 00	
Ferguson, W. P. ....	325 00		
Disbursements .....	20 00		
		345 00	
Ferguson, Wm. ....	335 00		
Disbursements .....	2 40		
		337 40	
Ferguson, J. H. ....		131 00	
Fillator, James. ....		122 00	
Filshe, Edward. ....		131 00	
Finlayson, J. H. ....		131 00	
Finly, Bert. ....		68 00	
Firstbrook, W. H. ....		123 00	
Fitzgerald, Jas. ....		131 00	
Fitzhenry, John. ....		131 00	
Fisher, Geo. ....		532 00	
Fisk, P. W. ....		112 50	
Flanagan, Peter. ....		360 00	
Flaherty, Jno. ....		158 00	
Flett, C. ....		58 00	
Foisey, M. ....		78 75	
Forest Archie. .... 1907		131 00	
Fortier, Jos. ....		122 00	
Foster, Robt. S. ....		131 00	
Fraser, W. E. ....	380 00		
Disbursements .....	68 80		
		448 80	
Gagne, Ferdinand. ....	790 00		
Disbursements .....	134 00		
		924 00	
Gagnon, Felix. ....		113 00	
Gagnon, Noe. ....		153 00	
Gagnon, James. ....		105 00	
Gale, W. T. ....	360 00		
Disbursements .....	10 85		
		370 85	
Gallagher, James. ....		155 00	
Garceau, Adolphe. ....		131 00	
Garvin, Morgan. ....	360 00		
Disbursements .....	2 00		
		362 00	
Gaudette, Phillip. ....		131 00	
Gaudette, Chas. ....		118 00	
<i>Carried forward</i> .....		40,260 23	111,712 78

*Appendix No. 6.—Continued.*

Service.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			40,260	23	111,712	78
<b>FIRE RANGING.—Continued.</b>						
Geddes, James.....	202	50				
Disbursements.....	32	00				
			234	50		
Gemmill, John.....			548	00		
Gemmill, A.....	375	00				
Disbursements.....	56	85				
			431	85		
Georgian Bay Lumber Co.....			475	00		
Gillies, J. R.....			56	25		
Gill and Fortune.....			35	00		
Gillies Bros.....			147	05		
Gordon, Geo. & Co.....			51	00		
Gordon, Geo.....			117	00		
Gorman, J. P.....			120	00		
Gorman, M.....			131	00		
Gongeon, A.....			152	00		
Gonn, James.....			115	00		
Grant, James.....			27	00		
Granton, James.....	357	50				
Disbursements.....	17	70				
			375	20		
Gravelle, John.....			131	00		
Grawberger, Thos.....			131	00		
Graves, Bigwood & Co.....1907			20	00		
Gray, Albert.....			131	00		
Green, P. J.....			37	00		
Greer, Wm.....			131	00		
Griffin, James.....1907			71	00		
Griffith, Wm.....			118	00		
Groulx, Arthur.....			131	00		
Guertin, Oliver.....			131	00		
Gunter, P. M.....			158	00		
Guthrie, Wm.....	347	50				
Disbursements.....	6	40				
			353	90		
Haig, Geo.....			352	50		
Hall, M. E.....	340	00				
Disbursements.....	23	05				
			363	05		
Hall, Thos.....	347	50				
Disbursements.....	16	30				
			363	80		
Haley, Edward.....			133	00		
Hale and Bell.....			29	00		
Hampshire, A.....	230	00				
Disbursements.....	2	20				
			232	20		
Hamel, Peter.....			131	00		
Hand, Thos.....			540	00		
Hambly, W. R.....	360	00				
Disbursements.....	19	50				
			379	50		
Harrison, John.....1907			111	00		
Harrison, John and Sons.....			103	23		
<i>Carried forward</i> .....			47,558	26	111,712	78



*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		47,558 26	111,712 78
<i>FIRE RANGING—Continued.</i>			
Hart, S. A.....	330 00		
Disbursements.....	30 00	360 00	
Hart, Ronald.....	332 50		
Disbursements.....	23 65	356 15	
Harper, Thos.....		131 00	
Hartley, Mark.....		128 00	
Hawley, James.....1907		131 00	
Hawkins, Walter.....		30 00	
Hawkesbury Lumber Co.....		1,871 50	
Haskins, Wm.....		131 00	
Hayward, Thos.....	232 50		
Disbursements.....	3 00	235 50	
Healey, Fred....	155 00		
Disbursements.....	57 85	212 85	
Healey, A.....		30 00	
Herbert, Louis.....	330 00		
Disbursements.....	2 80	332 80	
Henderson, E.....	220 00		
Disbursements.....	15 00	235 00	
Henderson, John.....		121 00	
Henderson, C. B.....	195 00		
Disbursements.....	23 65	218 65	
Henders, C. W.....	290 00		
Disbursements.....	26 90	316 90	
Hennessey, J. W.....		9 00	
Hennessey, C. F.....		17 00	
Hill, Wm.....	360 00		
Disbursements.....	10 10	370 10	
Hillman, John.....		130 00	
Hickey, J. L.....		131 00	
Herlihy, Daniel.....	350 00		
Disbursements.....	20 05	370 05	
Holdsworth, John.....1907	126 00		
do.....1908	121 00	247 00	
Holt, Geo.....		5 00	
Hodgins, Thos.....	245 00		
Disbursements.....	12 40	257 40	
Hope Lumber Co.....		144 32	
Horn, J. A.....		27 50	
Hooey, G. A.....	250 00		
Disbursements.....	24 50	274 50	
<i>Carried forward</i> .....		54,382 48	111,712 78

*Appendix No. 6.—Continued.*

Service.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			54,382	48	111,712	78
<i>FIRE RANGING—Continued.</i>						
Howie, R. G. ....			15	00		
Hubert, Jos. ....	372	50				
Disbursements .....	57	20				
			429	70		
Hughes, Wm. ....			133	00		
Hunt, J. W. ....			126	00		
Hunter, Lorne. ....			131	00		
Isherwood, W. B. ....			292	50		
Jackson, Geo. ....			29	00		
Jardine, Alex. ....	305	00				
Disbursements .....	22	70				
			327	70		
Jewell, Harry ..... 1907			98	00		
Jewell, James. ....	342	50				
Disbursements .....	7	00				
			349	50		
Jennings, C. ....	340	00				
Disbursements .....	7	70				
			347	70		
Johnston, Chas. ....	52	50				
Disbursements .....	2	60				
			55	10		
Johnson, H. C. ....			92	00		
Joyce, E. X. ....			292	50		
Keith, R. M. ....	300	00				
Disbursements .....	53	45				
			353	45		
Kellar, James ..... 1907	117	00				
do ..... 1908	131	00				
			248	00		
Kennedy, Robert .....			68	00		
Kennedy, A. W. ....	107	50				
Disbursements .....	20	45				
			127	95		
Kelly, John .....			141	00		
Kerr, A. W. ....			133	00		
Kerr, Oliver .....			131	00		
Kerr, J. H. ....	295	00				
Disbursements .....	26	15				
			321	15		
Kerby, John .....			117	00		
Kidd, G. W. .... 1907			53	00		
Kilby, H. .... 1907	133	00				
do ..... 1908	131	00				
			264	00		
Lafleche, E. ....			272	50		
Lafleur, Wm. ....			158	00		
Lalonde, R. H. ....	292	50				
Disbursements .....	49	15				
			341	65		
Lambert, Robt. ....			131	00		
Lambert, Henry .....			126	00		
Lamarch, Jno. ....			131	00		
Lamb, W. J. ....	335	00				
Disbursements .....	37	20				
			372	20		
<i>Carried forward</i> .....			60,591	08	111,712	78

*Appendix No. 6.—Continued.*

Service,	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			60,591	08	111,712	78
<i>FIRE RANGING—Continued.</i>						
Lauthier, Isadore .....			112	00		
Law, Wm. J. ....			131	00		
Lawson, David. ....			115	00		
Lawson, Elmer. ....	362	50				
Disbursements .....	19	20				
			381	70		
Larkins, Ed. ....			131	00		
Larocque, P. ....			126	00		
Lavois, E. ....			131	00		
Laying, Hy. ....	330	00				
Disbursements .....	18	90				
			348	90		
Leblanc, Oliver. ....			131	00		
Leclaire, H. ....			132	00		
Learoyd, J. H. ....			105	00		
Ledward, Thos. H. ....			134	00		
Lee, Jas. B. ....	760	00				
Disbursements .....	201	84				
			961	84		
Lemyre, M. ....			134	00		
Lemyre, B. ....			145	00		
Levack, Leander. ....			150	00		
Lovering, J. E. ....	302	50				
Disbursements .....	6	80				
			309	30		
Lorenz, Fred .....			131	00		
Lorenz, Chas .....			160	00		
Longlad, O. ....			131	00		
Loveland & Stone. ....			48	50		
Lougheed, Robt. ....	357	50				
Disbursements .....	23	30				
			380	80		
Lynch, M. D. ....			122	00		
Maddigan, Wm. J. .... 1907	131	00				
do .....	131	00				
			262	00		
Macfarlane, R. L. ....			131	00		
Mackie, Thos .....			365	00		
Maguire, T. C. ....	255	00				
Disbursements .....	23	80				
			277	80		
Mallory, M. ....			79	00		
Manes, Jno. ....			131	00		
Major, Hermidas. ....			131	00		
Martin M. ....			140	00		
Martin, Jos .....	322	50				
Disbursements .....	2	90				
			325	40		
Marion, Isadore. ....			127	00		
Marshall, Jos. ....			105	00		
Margach, Wm., disbursements .....			93	00		
Matte, Jos. ....	357	50				
Disbursements .....	6	10				
			363	60		
<i>Carried forward</i> .....			67,773	92	111,712	78



*Appendix No. 6.—Continued.*

Service.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			67,773	92	111,712	78
<i>FIRE RANGING.—Continued.</i>						
Marcy, Wm.....	352	50				
Disbursements.....	24	45				
			376	95		
May, Albert.....			131	00		
Merchant, John.....			432	00		
Merchant, H.....			270	00		
Mercer, Whitefield.....			123	00		
Mercier, Pat.....			131	00		
Mickle & Dymont.....1907	175	98				
do.....1908	287	50				
			463	48		
Millar, James.....			104	00		
Miller & McCool.....1907	84	00				
do.....1908	27	00				
			111	00		
Miller, Wm.....			131	00		
Mills, Alex.....			133	00		
Milligan, Gordon.....	300	00				
Disbursements.....	22	70				
			322	70		
Mitchell, James.....	290	00				
Disbursements.....	16	20				
			306	20		
Mitchell, F. W.....			53	00		
Mitchell, W.....			54	00		
Minor, James.....			127	00		
Morand, Louis.....	320	00				
Disbursements.....	10	50				
			330	50		
Morrison, H. L.....	312	50				
Disbursements.....	19	50				
			332	00		
Morley, J. R.....	48	00				
Disbursements.....	3	25				
			51	25		
Morgan Lumber Co.....			9	00		
Moriarity, M.....1907	131	00				
do.....1908	131	00				
			262	00		
Morris, Jno. T. G.....	357	50				
Disbursements.....	17	45				
			374	95		
Molyneaux, H.....			138	00		
Molyneaux, Geo.....			18	50		
Montgomery, Wm.....			131	00		
Mongeon, Alex.....			131	00		
Montroy, J. J.....			131	00		
Mond-Nickel Co.....			306	38		
Mounstevan, John.....			101	00		
Moyer, Fred C.....	307	50				
Disbursements.....	14	90				
			322	40		
Mullin, Henry.....			131	00		
Munro and Cochrane.....			132	40		
Munro, Robt.....			119	00		
<i>Carried forward</i> .....			74,064	63	111,712	78

*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward.....</i>		74,064 63	111,712 78
<i>FIRE RANGING—Continued.</i>			
Murphy, Jno.....		133 00	
Murphy, Chas.....		166 00	
Muskoka Mills and Lumber Co.....		2 50	
MacDonald, R.....	340 00		
Disbursements .....	42 80		
McAdams, Wm.....		382 80	
McBain, Roderick .....		131 00	
McCann, W. S.....		130 00	
McCann, Sam.....	265 00	112 00	
Disbursements .....	10 80		
McCallum, Frank.....		275 80	
McCaw, Jas .....		62 00	
McCaw, J. G.....		158 00	
McColl, Archie .....		492 00	
McCoy, Paul.....		158 00	
McComb, Alex.....		119 00	
McClelland, Robt.....		131 00	
McClure, A.....		122 00	
McCullough, Chris.....	255 00	32 60	
Disbursements .....	35 80		
McCullough, David .....	382 50	290 80	
Disbursements .....	24 90		
McDermot, James T.....		407 40	
McDonald, Alex.....		105 00	
McDonald, A. J.....		79 00	
McDonald, Chas.....	345 00	133 00	
Disbursements .....	29 90		
McDonald, D. N.....	275 00	374 90	
Disbursements .....	11 30		
McDonald, A. D.....	252 50	286 30	
Disbursements .....	16 97		
McDonald, Frank.....	305 00	269 47	
Disbursements .....	4 70		
McDonald, Alex.....	87 50	309 70	
Disbursements .....	11 05		
McDonald, Thos.....	36 00	98 55	
Disbursements.....	12 30		
McDonald, A., Estate of.....		48 30	
McDonald, Geo. D.....		24 00	
McDougall, James T., Disbursements.....		131 00	
McEachren, John.....		674 52	
McFadden, Ed.....		131 00	
McGarveys, Robt.....		131 00	
McGuey, Denis .....		152 00	
McGuire, H.....		131 00	
		105 00	
<i>Carried forward.....</i>		80,554 27	111,712 78

*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward.....</i>		80,554 27	111,712 78
<b>FIRE RANGING—Continued.</b>			
McGhie, Chas .....		131 00	
McHale, Michael .....		104 00	
McIvor, Hugh .....	360 00		
Disbursements .....	31 00		
		391 00	
McIntyre, Frank .....		131 00	
McKay, Angus .....		105 00	
McKay, Hugh .....	357 50		
Disbursements .....	31 30		
		388 80	
McKay, Murdoch .....		79 00	
McKenzie, Wilbert .....	1907	131 00	
McKensey, Joseph .....		126 00	
McKinley, Percy .....	1907	87 00	
McKinnon, H. ....	297 50		
Disbursements .....	26 05		
		323 55	
McLean, James .....	257 50		
Disbursements .....	49 35		
		306 85	
McLean, John .....	235 00		
Disbursements .....	36 10		
		271 10	
McLelan, Gregory .....	350 00		
Disbursements .....	30 90		
		380 90	
McLelland, James .....	277 50		
Disbursements .....	31 10		
		308 60	
McLachlin, Jno. ....		131 00	
McLachlin, Bros., Limited .....		27 75	
McLeish, Thos. ....		149 00	
McLeish, Wm. J. ....		127 00	
McLeod, Dougald .....		60 00	
McMillan, Jos. ....		93 00	
McMillan, D. ....	227 50		
Disbursements .....	14 15		
		241 65	
McMullen, Alex. ....		156 00	
McNivens, R. ....		172 50	
McNab, Duncan .....		95 00	
McNab, David .....		102 00	
McPhee, Hugh .....		131 00	
McPhee, Donald .....	287 50		
Disbursements .....	35 70		
		323 20	
McGuire, A. & Co. ....		26 10	
McQuod, A. N. ....	300 00		
Disbursements .....	33 50		
		333 50	
McQuay, B. ....		115 00	
McRae, Wm. ....		106 00	
Nadon, Telesphor. ....	357 50		
Disbursements .....	6 10		
		363 60	
Newburn, Wm. ....		672 00	
<i>Carried forward.....</i>		87,244 37	111,712 78



*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		87,244 37	111,712 78
<b>FIRE RANGING—Continued.</b>			
Newman, R. J.....1907		47 00	
Newell, H. H.....	367 50		
Disbursements.....	27 00		
		394 50	
Newton, K. S.....	315 00		
Disbursements.....	35 30		
		350 30	
Nevin, Nicholas.....1907		131 00	
Nicholson, Alex.....		108 00	
Norton, R. D.....		131 00	
Nolan, Chas.....		131 00	
Northern Timber Co.....		16 50	
Noiseau, Fred.....		131 00	
O'Brien, Philip.....		102 00	
O'Brien, Martin.....		169 00	
Oliver, J. A., disbursements.....		294 99	
Olmstead, R.....	225 00		
Disbursements.....	20 70		
		245 70	
O'Neil, P. F.....		67 00	
Ontario Lumber Co.....		38 63	
Owens, Richard.....		128 00	
Page, Noe.....		133 00	
Patterson, Wm.....		131 00	
Parry Sound Lumber Co.....		82 05	
Paul, H. S.....	490 00		
Disbursements.....	354 03		
		844 03	
Paquette, Oliver,.....1907		130 00	
Pearson, Pete.....	322 50		
Disbursements.....	34 30		
		356 80	
Peck, W. E.....	345 00		
Disbursements.....	22 85		
		367 85	
Perault, Alfred.....		131 00	
Peterboro Lumber Co.....		21 00	
Pigott, W. D.....		59 00	
Piper, E. G.....		131 00	
Playfair & White,.....1907	42 00		
do.....1908	36 75		
		78 75	
Plourde, Chas.....		131 00	
Porte, A. H.....	317 50		
Disbursements.....	25 15		
		342 65	
Powers, J.....	220 00		
Disbursements.....	7 00		
		227 00	
Preston, Harry,.....1907		133 00	
Pratt, H. L.....	330 00		
Disbursements.....	32 40		
		362 40	
Price, H. S.....	350 00		
Disbursements.....	23 05		
		373 05	
<i>Carried forward</i> .....		93,754 57	111,712 78

*Appendix No. 6.—Continued.*

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		93,754 57	111,712 78
<b>FIRE RANGING—Continued.</b>			
Price, R. S. ....	260 00		
Disbursements .....	27 10		
		287 10	
Price, C. A. ....	297 50		
Disbursements .....	29 50		
		327 00	
Pringle, Alex. ....	275 00		
Disbursements .....	31 50		
		306 50	
Primrose, G. W. ....		72 50	
Proud, W. A. ....	322 50		
Disbursements .....	21 15		
		343 65	
Purcell, Wm. ....	187 50		
Disbursements .....	33 90		
		221 40	
Purdy, Geo. ....		72 00	
Quilty, John .....	302 50		
Disbursements .....	27 80		
		330 30	
Raby, John .....		100 00	
Railton, L. W. ....	352 50		
Disbursements .....	25 65		
		378 15	
Ranger, Antoine .....		272 50	
Rathbun Co. ....		295 16	
Raymond, Jos. ....		71 00	
Readman, R. ....		292 50	
Regan, John. ....		133 00	
Reid, J. A. ....	287 50		
Disbursements .....	36 95		
		324 45	
Reynolds, James. ....		131 00	
Richardson, Samuel .....	362 50		
Disbursements .....	11 70		
		374 20	
Ridley, Robt. ....		160 00	
Ritchie, R. & T. ....		366 00	
Roche, Henry .....	195 00		
Disbursements .....	22 35		
		217 35	
Ross, H. E. ....	325 00		
Disbursements .....	13 70		
		338 70	
Ross, Geo. ....	245 00		
Disbursements .....	26 30		
		271 30	
Ross, A. C. ....		137 00	
Rose, Geo. ....	1907	131 00	
Rothera, C. F. ....		133 00	
Ryan, Robt. ....		131 00	
Ryan, John. ....		131 00	
Sandow, Peter .....		134 00	
Saunders, R. P. ....	282 50		
Disbursements .....	51 55		
		334 05	
<i>Carried forward</i> .....		100,571 38	111,712 78

*Appendix No. 6.—Continued.*

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		100,571 38	111,712 78
<i>FIRE RANGING—Continued.</i>			
Savard, Thos. .... 1907		131 00	
Savard, Jos. ....	430 00		
Disbursements.....	8 75		
		438 75	
Sawyer, Nicholas .... 1907		87 00	
Saucier, Ovid .....		131 00	
Secord, Frank .....		131 00	
Scantlin, James .....		132 00	
Scott, Robt. ....		532 00	
Scott, W. B. ....		131 00	
Scheich, John.....		134 00	
Shannon, R. M. ....		131 00	
Sheppard & Morse .....		864 50	
Sheehan, John.....		114 63	
Shields, Thos. ....		105 00	
Shields, Geo. ....		105 00	
Shier, J. D. Lumber Co. ....		99 00	
Shirley, A. J. ....	340 00		
Disbursements.....	24 15		
		364 15	
Shouldice, Edw. ....		105 00	
Simpson, Alex. ....		136 00	
Simmons, Geo. ....		52 00	
Smith, A. L. ....	357 50		
Disbursements.....	17 15		
		374 65	
Smith, Jos. ....		131 00	
Smith, Chas. ....		131 00	
Smith, D. H. ....		131 00	
Smith, Wm. ....		131 00	
Smith, J. D. C. ....		124 00	
Spanish River Lumber Co. ....		155 50	
Spence, Leith. ....	322 50		
Disbursements.....	53 45		
		375 95	
Spence, W. H. ....		131 00	
Spreadborough, N. ....		129 00	
St. Amour, John. ....		144 00	
Standing, Chris. ....		136 00	
Stevens, A. W. ....		113 00	
Stevens, Arthur. .... 1907		98 00	
Stevenson, Wm. ....		50 00	
Stevenson, W. O. ....	227 50		
Disbursements.....	54 65		
		282 15	
Stewart, Jacob. ....	327 50		
Disbursements.....	57 50		
		385 00	
Stewart, D. R. ....		96 00	
St. Eloi, J. C. ....		123 00	
Storey, S. F. ....		122 00	
Strain, John. ....		220 00	
Strans, Philip. ....		131 00	
Stranger, John. ....		143 00	
<i>Carried forward</i> .....		108,352 66	111,712 78



*Appendix No. 6.—Continued.*

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			108,352	66	111,712	78
<i>FIRE RANGING—Continued.</i>						
Streight, Samuel.....	170	00				
Disbursements.....	31	35				
			201	35		
Stockdale, W. G.....	372	50				
Disbursements.....	12	30				
			384	80		
Tang, John.....	355	00				
Disbursements.....	9	50				
			364	50		
Taylor, C. N.....	305	00				
Disbursements.....	3	00				
			308	00		
Temagami Lumber Co.....			79	00		
Thessalon Lumber Co.....			57	25		
Thibert, Philippe.....	320	00				
Disbursements.....	1	90				
			321	90		
Thomas, James.....1907			106	00		
Thompson, Gordon.....1907			74	00		
Thompson, F. L.....	290	00				
Disbursements.....	53	10				
			343	10		
Thomson, R. D.....			131	00		
Thompson, Geo. S.....			131	00		
Thompson, Chris.....			129	00		
Timmons, Ed.....			131	00		
Tobin, W. J.....			131	00		
Torrance, T. E.....	297	50				
Disbursements.....	50	95				
			348	45		
Todd, C. C.....			282	50		
Towers, Ephraim.....			87	00		
Tower, Orastus.....1907			118	00		
Trudeau, O.....			57	00		
Trusler, W. L.....	332	50				
Disbursements.....	14	25				
			346	75		
Trussler Bros.....			18	00		
Turner, H.....	377	50				
Disbursements.....	47	90				
			425	40		
Turner Lumber Co.....			76	89		
Turner, Peter D.....			126	00		
Tyson, Thos.....			124	00		
Tyson, Wm.....			125	00		
Urquhart, A.....			532	00		
Vaellant, Godfrey.....			158	00		
Vallentine, David.....			152	00		
Vanwyck, Herman.....	312	50				
Disbursements.....	25	15				
			337	65		
Varcoe, F. P.....	300	00				
Disbursements.....	60	90				
			360	90		
<i>Carried Forward</i> .....			114,921	10	111,712	78

*Appendix No. 6.—Continued.*

Service.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			114,921	10	111,712	78
<i>FIRE RANGING—Concluded.</i>						
Varmette, John.....1907			83	00		
Victoria Harbor Lumber Co.....			43	00		
Villiers, Claud.....			85	50		
Viverais, M.....			342	50		
Waldie Bros.....			24	00		
Wallace, Edw.....			68	00		
Wallace, Geo.....			131	00		
Wallace, Sam.....			65	00		
Walker, James L.....1907	132	00				
do.....1908	131	00				
			263	00		
Walsh, James.....			131	00		
Watts, Geo.—Disbursements.....			118	56		
Weigold, John.....1907			86	00		
Welton, Wm.....			144	00		
White, J. H.....			59	00		
Wilson, J. H.....1907			49	00		
Wilson, Frances.....1907			38	00		
Wilson, W. H.....	300	00				
Disbursements.....	66	75				
			366	75		
Wilkins, Geo.....			488	00		
Williams, Wm.....1907	130	00				
do.....1908	130	00				
			260	00		
Wickins, Harry.....			204	00		
Winters, J. W.....			131	00		
Woollings, James.....			217	50		
Woollings, John.....			135	00		
Wood, J. B.....			4	00		
Wray, Jos.....	352	50				
Disbursements.....	26	15				
			378	65		
Wright, C. M.....	302	50				
Disbursements.....	12	30				
			314	80		
Wright, Colin.....	360	00				
Disbursements.....	25	90				
			385	90		
Youmans, James.....			66	00		
Youmans, D. H.....			131	00		
					119,734	26
<i>FOREST RESERVE.</i>						
<i>Temagami Reserve.</i>						
Alexander, John.....	115	00				
Disbursements.....	10	75				
			125	75		
Anderson, G. W.....	320	00				
Disbursements.....	17	55				
			337	55		
Baker, H. W.....	352	50				
Disbursements.....	17	55				
			370	05		
<i>Carried forward</i> .....			833	35	231,447	04

*Appendix No. 6.—Continued.*

Service	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			833	35	231,447	04
<i>FOREST RESERVE —Continued.</i>						
<i>Temagami Reserve.—Continued.</i>						
Bayliss, J. W. ....	362	50				
Disbursements .....	17	55				
			380	05		
Bell, A. McK. ....	262	50				
Disbursements .....	8	77				
			271	27		
Birch, J. F. ....	140	00				
Disbursements .....	15	20				
			155	20		
Cauldwell, N. S. ....	325	00				
Disbursements .....	16	65				
			341	65		
Cruckshank, H. ....	342	50				
Disbursements .....	18	60				
			361	10		
Curry, D. ....	362	50				
Disbursements .....	16	80				
			379	30		
Deacon, W. A. ....	355	00				
Disbursements .....	17	55				
			372	55		
Delbec, Trifle. ....	412	50				
Disbursements .....	6	00				
			418	50		
Duncan, Lewis. ....	355	00				
Disbursements .....	16	80				
			371	80		
Ellis, L. McL. ....	332	50				
Disbursements .....	16	80				
			349	30		
Evans, R. R. ....	342	50				
Disbursements .....	17	55				
			360	05		
Ferris, R., 1907. ....	172	50				
Disbursements .....	3	70				
Ferris, R., 1908. ....	425	00				
			601	20		
Foy, Edmund. ....	210	00				
Disbursements .....	17	55				
			227	55		
Hammond, W. J. ....	172	50				
Disbursements .....	7	20				
			179	70		
Hill, Milton. ....	417	50				
Disbursements .....	6	00				
			423	50		
James, C. ....	417	50				
Disbursements .....	6	00				
			423	50		
<i>Carried forward</i> .....			6,449	57	231,447	04



*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....	.....	6,449 57	231,447 04
FOREST RESERVE— <i>Continued.</i>			
<i>Temagami Reserve.—Continued.</i>			
Johnson, Fred. G. ....	335 00		
Disbursements. ....	17 55		
		352 55	
Keys, A. ....	375 00		
Disbursements. ....	16 30		
		391 30	
Lamarche, A. ....	932 50		
Disbursements. ....	4 35		
		936 85	
Lavigne, L. ....		225 00	
Loucks, R. W. E. ....	345 00		
Disbursements. ....	23 10		
		368 10	
Lunney, J. W. ....	367 50		
Disbursements. ....	15 40		
		382 90	
Macdonald, S. C. ....	1,300 00		
Disbursements. ....	1,418 06		
		2,718 06	
Markle, G. A. ....	170 00		
Disbursements. ....	15 30		
		185 30	
McCammon, J. G. ....	410 00		
Disbursements. ....	24 20		
		434 20	
McCormick, Victor. ....	252 50		
Disbursements. ....	21 75		
		274 25	
McDougall, E. G. ....	375 00		
Disbursements. ....	14 05		
		389 05	
McGregor, Peter. ....	480 00		
Disbursements. ....	17 40		
		497 40	
McQuestun, G. ....	142 50		
Disbursements. ....	3 60		
		146 10	
Milligan, Frank. ....	365 00		
Disbursements. ....	16 80		
		381 80	
Montgomery, Alex. ....	455 00		
Disbursements. ....	20 50		
		455 50	
Niddery, A. ....	237 50		
Disbursements. ....	10 85		
		248 35	
O'Connor, J. ....	417 50		
Disbursements. ....	6 00		
		423 50	
Petrant, Wm. ....		422 50	
Prudholme, Adolph. ....	415 00		
Disbursements. ....	35 90		
		450 90	
<i>Carried forward</i> .....	.....	16,133 18	231,447 04

*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		16,133 18	231,447 04
<i>FOREST RESERVE.—Continued.</i>			
<i>Temagami Reserve.—Concluded.</i>			
Quirt, A. ....	325 00		
Disbursements .....	5 15	330 15	
Ranger, T. ....	417 50		
Disbursements .....	9 20	426 70	
Reed, W. J. ....	400 00		
Disbursements .....	14 80	414 80	
Robinson, G. C. ....	372 50		
Disbursements .....	14 80	387 30	
Rochon, Jos. ....	887 50		
Disbursements .....	4 35	891 85	
Rodden, J. J. ....	280 00		
Disbursements .....	3 30	283 30	
Shortt, Wm. ....	317 50		
Disbursements .....	14 50	332 00	
Simpson, Philip. ....	492 50		
Disbursements .....	7 80	500 30	
Sweeney, D. ....	365 00		
Disbursements .....	19 25	384 25	
Turner, Joseph. ....		680 00	
Turner, John. ....		172 50	
Tytler, Norman ....	347 50		
Disbursements .....	16 80	364 30	
Vivaris, D. ....		325 00	
Wellman, A. L. ....	365 00		
Disbursements .....	21 75	386 75	
Williams, Chas. ....	362 50		
Disbursements .....	20 30	382 80	
Wodehouse, R. P. ....	325 00		
Disbursements .....	17 55	342 55	
<i>Metagami Reserve.</i>			
Bruce, Geo. ....	335 00		
Disbursements .....	23 20	358 20	
Burdon, Jno. ....	650 00		
Disbursements .....	168 40	818 40	
Butler, A. J. ....	320 00		
Disbursements .....	16 65	336 65	
<i>Carried forward</i> .....		24,250 98	231,447 04

*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		24,250 98	231,447 04
<i>FOREST RESERVE.—Concluded.</i>			
<i>Metagami Reserve.—Concluded.</i>			
Clark, C. S. ....	352 50		
Disbursements .....	19 15		
		371 65	
Duff, Alex. ....	387 50		
Disbursements .....	23 05		
		410 55	
Eveline, A. E. ....		315 00	
Hodgins, Lyall. ....	255 00		
Disbursements .....	22 15		
		277 15	
Kersey, R. R. ....	345 00		
Disbursements .....	19 55		
		364 55	
Lennox, T. C. ....	367 50		
Disbursements .....	26 00		
		393 50	
Lewis, Richard. ....	372 50		
Disbursements .....	22 55		
		395 05	
Luten, W. F. ....	352 50		
Disbursements .....	25 95		
		378 45	
Lyons, H. W. ....	322 50		
Disbursements .....	20 05		
		342 55	
Robertson, A. D. ....	322 50		
Disbursements .....	22 05		
		344 55	
Ryerson, E. E. ....	387 50		
Disbursements .....	23 05		
		410 55	
Stark, W. B. ....	355 00		
Disbursements .....	19 55		
		374 55	
Tate, Jos. ....	380 00		
Disbursements .....	17 55		
		397 55	
<i>Mississauga.</i>			
Albright, Louis. ....	402 50		
Disbursements .....	19 50		
		422 00	
Bridgen, Charles. ....	252 50		
Disbursements .....	5 05		
		257 55	
Burroughs, H. C. ....	265 00		
Disbursements .....	15 45		
		280 45	
Carruthers, R. A. ....	300 00		
Disbursements .....	20 55		
		320 55	
<i>Carried forward</i> .....		30,307 18	231,447 04

*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		30,307 18	231,447 04
<b>FOREST RESERVE.—Continued.</b>			
<i>Mississaga.—Concluded.</i>			
Clark, Karl A.....	357 50		
Disbursements.....	19 55	377 05	
Cotton, Dean.....	280 00		
Disbursements.....	10 77	290 77	
Fyfe, H. D.....	360 00		
Disbursements.....	22 25	382 25	
Goldie, R. T.....	345 00		
Disbursements.....	20 00	365 00	
Hallock, James.....		295 00	
Kinney, Wm.....	720 00		
Disbursements.....	240 32	960 32	
Kroll, Victor.....	375 00		
Disbursements.....	17 55	392 55	
Meriam, W. O.....	350 00		
Disbursements.....	20 95	370 95	
McLaren, Arthur A.....	357 50		
Disbursements.....	32 20	389 70	
Orr, Wm. A.....	307 50		
Disbursements.....	19 55	327 05	
Richardson, G. B.....	340 00		
Disbursements.....	19 55	359 55	
Rogers, N. W.....	332 50		
Disbursements.....	17 55	350 05	
Smith, Rex.....	357 50		
Disbursements.....	21 55	379 05	
Stewart, John A.....	355 00		
Disbursements.....	23 75	378 75	
Walker, Gordon.....	355 00		
Disbursements.....	22 05	377 05	
Whaley, T. R.....	85 00		
Disbursements.....	23 80	108 80	
<i>Nepigon.</i>			
Armstrong, W. H.....	382 50		
Disbursements.....	60 25	442 75	
<i>Carried forward</i> .....		36,853 82	231,447 04



*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		36,853 82	231,447 04
<i>FOREST RESERVE—Continued.</i>			
<i>Nepigon Reserve.—Continued.</i>			
Deschamps, D.....	392 50		
Disbursements.....	40 00	432 50	
Dobson, John V.....	340 00		
Disbursements.....	55 10	395 10	
Duff, J.....	345 00		
Disbursements.....	50 15	395 15	
Griffier, W.....	177 50		
Disbursements.....	1 50	179 00	
Haig, D. W.....	300 00		
Disbursements.....	52 85	412 85	
Halliday, W.....	410 00		
Disbursements.....	19 00	429 00	
Leitch, P. A.....	1,050 00		
Disbursements.....	242 25	1,292 25	
LeSueur, N. L.....	255 00		
Disbursements.....	41 50	296 50	
Mills, Frank.....	140 00		
Disbursements.....	29 75	169 75	
Mills, Percy E.....	235 00		
Disbursements.....	43 35	278 35	
McDonald, Jos.....	410 00		
Disbursements.....	40 00	450 00	
McKechnie, W. A.....		390 00	
McNeil, E. H.....	360 00		
Disbursements.....	56 85	416 85	
Nesbitt, M.....	275 00		
Disbursements.....	56 85	331 85	
Newhouse, Alex.....	422 50		
Disbursements.....	6 50	429 00	
Ross, O. W.....	302 50		
Disbursements.....	24 20	326 70	
Scott, H. J.....	327 50		
Disbursements.....	17 50	345 00	
Walker, H.....	415 00		
Disbursements.....	19 50	434 50	
<i>Carried forward</i> .....		44,258 17	231,447 04

*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		44,258 17	231,447 04
<b>FOREST RESERVE—Concluded.</b>			
<i>Nepigon—Concluded.</i>			
Watson, W. V.....	300 00		
Disbursements.....	56 90	356 90	
Widdifield, R.....	342 50		
Disbursements.....	48 40	390 90	
Williams, Frank.....	357 50		
Disbursements.....	43 50	401 00	
<i>Eastern.</i>			
Godkin, Jacob A.....		345 00	
McGregor, Chas.....		347 50	
Tapping, Thos.....	400 00		
Disbursements.....	371 50	771 50	
<i>Sibley.</i>			
Oliver, J. A.....		100 00	
			46,970 97
<b>MINES AND MINING.</b>			
Miller, G. W..... services	4,250 00		
Disbursements.....	760 40	5,010 40	
Knight, C. W..... services	1,600 00		
Disbursements.....	411 37	2,011 37	
Coleman, A. P..... services	500 00		
Disbursements.....	851 13	1,351 13	
Mickle, G. R..... services	3,667 00		
Disbursements.....	662 40	4,329 40	
Corkill, E. T..... services	2,000 00		
Disbursements.....	1,035 13	3,035 13	
Price, S..... services	3,200 00		
Dance, R. W..... services	740 00		
Disbursements.....	1,697 69	5,637 69	
			21,375 12
<i>Carried forward</i> .....			299,793 13

*Appendix No. 6.—Continued.*

Service.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					299,793	13
<b>EXPLORATIONS AND INVESTIGATIONS.</b>						
Baker, M. B.....	628	85				
Disbursements.....	343	19				
			972	04		
Bartlett, James ..	1,250	00				
Disbursements.....	233	70				
			1,483	70		
Battersby, William F.....			95	00		
Bowen, N. L.....			356	54		
Bruce, E. L.....			250	00		
Burrows, A. G. ....	1,600	00				
Disbursements.....	353	79				
			1,953	79		
Clemow, Thomas.....	124	00				
Disbursements.....	87	75				
			211	75		
Foster, James.....			80	00		
King, Shirley.....			250	00		
Lloyd, G. H.....			85	00		
Mackenzie, G. C.....	1,509	39				
Disbursements.....	804	29				
			2,313	68		
McPherson, W. B.....			60	00		
Moore, E. S.....	475	96				
Disbursements.....	968	48				
			1,444	44		
Robinson, A. H. A.....	2,000	00				
Disbursements.....	712	60				
			2,712	60		
Rogers, W. R.....	303	84				
Disbursements.....	385	46				
			689	30		
Scott, John.....	600	00				
Disbursements.....	280	60				
			880	60		
Toyne, John.....	600	00				
Disbursements.....	242	75				
			842	75		
<i>Carried forward</i> .....			14,681	19	299,793	13

*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		14,681 19	299,793 13
<i>EXPLORATIONS AND INVESTIGATIONS—Concluded.</i>			
Buchanan, Norman, disbursements .....	6 75		
Empire Lumber Co. ....	34 85		
Farwell, C. F., fees .....	10 00		
Lyman Bros. & Co. ....	58 32		
Printing and stationery .....	73 23		
Tarling, C. & Co., maps .....	50 50		
Express .....	9 40		
		243 05	14,924 24
<i>MINING RECORDERS.</i>			
Belyea, C. W., recorder .....	500 00		
Disbursements .....	38 30	538 30	
Bowker, S. T., recorder .....	804 49		
Disbursements .....	190 15	994 64	
Hough, J. A., recorder .....	1,200 00		
Browning, A. J., clerk .....	900 00		
Disbursements .....	366 50	2,466 50	
Lemieux, F. F., recorder .....	750 00		
Disbursements .....	111 00	861 00	
Morgan, J. W., recorder .....	600 00		
Disbursements .....	355 91	955 91	
McArthur, T. A., recorder .....	1,200 00		
McLaren, Kate, stenographer .....	480 00		
Disbursements .....	490 00	2,170 00	
McQuire, H. F., recorder .....	500 00		
Disbursements .....	180 35	680 35	
Torrance, Thos. H., recorder .....	1,200 00		
Williamson, Wallace, clerk .....	770 00		
Knapp, A. E., clerk .....	150 77		
Disbursements .....	664 71	2,785 48	
<i>Carried forward</i> .....		11,452 18	314,717 37



*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		11,452 18	314,717 37
<b>MINING RECORDERS—Concluded.</b>			
Smith, Geo. T., recorder .....	2,100 00		
McAuley, N. J., assistant recorder .....	1,200 00		
Bruce, A. E. D., clerk .....	1,137 70		
Meagher, T. J. clerk .....	780 00		
Ferguson, R. A., clerk .....	390 00		
Munroe, Eva L., stenographer .....	720 00		
Smith, Miss M. H., stenographer .....	480 00		
Disbursements .....	1,541 51	8,349 21	
<b>MISCELLANEOUS.</b>			
Canadian Express Co. ....	3 29		
Dominion Express Co. ....	151 66		
King's Printer .....	494 60		
Warwick Bros. & Rutter .....	125 80	775 35	20,576 74
<b>PROVINCIAL ASSAY OFFICE.</b>			
Turner, N. L. ....	1,000 00		
Barlow, H. C. ....	308 00	1,308 00	
Rothwell, T. E. ....	576 91		
Disbursements .....	6 40	583 31	
Supplies .....	446 35		
Disbursements .....	564 42		
Equipment .....	395 62	1,406 39	3,297 70
<b>CULLERS' ACT.</b>			
Close, John L., services .....		12 00	
Currie, D. H., services .....		4 00	
Johnson, S. M., disbursements .....		2 00	
MacDonald, J. H., services .....	8 00		
Disbursements .....	1 55	9 55	
<i>Carried forward</i> .....		27 55	338,591 81

*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		27 55	338,591 81
<i>CULLERS' ACT.—Concluded.</i>			
McDougall, James T., disbursements.....		23 95	
Oliver, J. A., disbursements.....		3 75	
			55 25
SURVEYS.....			146,370 92
BOARD OF SURVEYORS.....			200 00
PROVINCIAL MINES.....			30,648 16
EXPERIMENTAL TREATMENT OF ORES.....			1,281 35
UNFORSEEN.....			500 00
REFUNDS.....			19,145 89
<i>CONTINGENCIES.</i>			
<i>Departmental.</i>			
Printing and binding.....	2,893 00		
Stationary.....	6,769 02		
		9,662 02	
Postage.....	2,050 54		
Express.....	359 79		
		2,410 33	
Telegraphing.....	666 64		
Telephone messages.....	11 80		
Telephone rent.....	30 00		
Cab hire.....	6 00		
Car fare.....	60 00		
		774 44	
Subscriptions.....	227 20		
Advertising.....	2,522 44		
		2,749 64	
Typewriter, rents and repairs.....	142 50		
Johnston H. E., travelling expenses.....	161 45		
White Aubrey " ".....	38 75		
Whitson, J. F. " ".....	376 35		
Greenwood & Vester, funeral expenses.....	201 98		
		921 03	
Extra clerks.....		9,239 39	
Burroughs adding machine.....	401 60		
Sundries.....	75 23		
		476 83	
			26,233 68
<i>BUREAU OF MINES.</i>			
Printing and binding.....	1,447 90		
Stationery and papers.....	2,276 91		
		3,724 81	
<i>Carried forward</i> .....		3,724 81	563,027 06

*Appendix No. 6.—Continued.*

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		3,724 81	563,027 06
<i>BUREAU OF MINES—Concluded.</i>			
Postage.....	399 56		
Telegraphing.....	147 53		
Express and cartage.....	154 40		
Advertising.....	1,280 00		
Subscriptions.....	131 39		
Maps.....	3,408 77		
		4,820 16	
Gibson, Thos. W., travelling expenses.....	135 05		
Johnson, H. E., " ".....	161 45		
		296 50	
Typewriter repairs, etc.....	138 05		
Canadian Telephone Supply Co., appliances.....	10 00		
Ellis, P. W. & Co., cabinet of ore.....	78 85		
Patterson, C. T., adding machine.....	50 00		
Bell Telephone Co., messages.....	15 30		
		292 20	
Extra clerks.....		4,550 43	
Nicholas, Frank, preparing index.....	1,250 00		
Masten, Starr & Spence, legal expense.....	275 00		
Sundries.....	86 72		
		1,611 72	
			15,997 31
			\$579,024 37

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Deputy Minister Lands and Forests.

*Appendix No. 7.*

Statement of Expenses on account of various services under the direction of the Department of Lands, Forests and Mines for the year 1908.

Service.	\$ c.	\$ c.	\$ c.
<i>Diamond Drill.</i>			
MacVicar, J. A. ....	1,800 00		
Disbursements .....	576 56	2,376 56	
Roche, E. K. ....	1,737 10		
Disbursements .....	48 00	1,785 10	
Labor .....	5,547 45		
Freight, Express &c. ....	767 71	6,315 16	
Supplies .....	2,156 22		
Carbons .....	3,681 31		
Drill Furnishings .....	288 00	6,125 53	
			16,602 35
ALGONQUIN PARK .....			9,981 13
TEMAGAMI TIMBER CUTTING .....			3,758 39
RONDEAU PARK .....			7,132 76
TORONTO EXHIBITION .....			798 47
VETERANS COMMUTATION .....			29,995 83
			68,268 93

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Deputy Minister Lands and Forests.



*Appendix No. 8.*

## WOODS AND FORESTS BRANCH.

Statement of Revenue collected during year ending December 31st, 1908.

	\$	c.
Amount of western collections at Department.....	1,474,243	68
do do Quebec .....	49,871	06
do of Belleville collections.....	37,591	13
do of Ottawa collections.....	224,633	12
	1,786,338	99

J. A. G. CROZIER,  
Chief Clerk in Charge.

AUBREY WHITE,  
Deputy Minister.

*Appendix No. 9.*

## PATENTS BRANCH.

Statement of Patents, etc., issued by the Patents Branch during the year 1908.

Crown Lands.....	615
School do .....	27
Mining do .....	225
Public do (Late Clergy Reserves).....	14
Free Grant Lands (A. A.).....	95
do (Under Act of 1880).....	598
Rainy River Lands (Mining and Crown).....	175
Mining Leases .....	33
Licenses of Occupation.....	16
Rondeau Harbor Leases.....	6
Crown Leases.....	13
Crown Lands (University) Patents.....	10
Mining do do .....	1
Free Grant, Act of 1901 (Veterans) .....	654
Temagami Islands, Leases.....	2
Total.....	2,484

CHARLES S. JONES,  
Chief Clerk.

AUBREY WHITE,  
Deputy Minister.

## Appendix

## WOODS AND

## Statement of Timber and Amounts accrued from Timber Dues, Ground

Agencies.	Area covered by timber license	QUANTITY AND					
		Saw logs.				Boom and Dimen	
		Pine.		Other.		Pine.	
	Square miles.	Pieces.	Feet B.M.	Pieces.	Feet B.M.	Pieces.	Feet B.M.
Western Timber District.....	11,664	10,914,224	453,463,208	2,009,397	67,535,616	267,764	33,908,424
Belleville Timber District.....	1,065 $\frac{3}{4}$	254,838	15,898,274	205,033	7,227,060	3,838	636,703
Ottawa Timber District.....	6,201 $\frac{3}{4}$	1,536,587	112,953,864	405,839	11,625,169	22,866	3,294,705
	18,931 $\frac{1}{2}$	12,705,649	582,315,346	2,620,269	86,387,845	294,468	37,839,832

## General Statement

Agencies.	Cedar.	Cordwood.		Tan Bark.	Railway Ties.	Posts.	Telegraph Poles.	Head Blocks.
		Hard.	Soft.					
	Lineal feet.	Cords.	Cords.	Cords.	Pieces.	Cords.	Pieces.	Pieces
Western Timber District.....	24,125	38,712	11,338	15,726	4,342,072	560	4,228	8,195
Belleville Timber District.....		230		222	1,097	389	2,184	.....
Ottawa Timber District.....		3,110	3,138	480	10,758	60	2,945	.....
	24,125	42,052	14,476	16,428	4,353,927	1,009	9,357	8,195

J. A. G. CROZIER,  
Chief Clerk in Charge.

No. 10.

FORESTS.

Rent and Bonus during the year ending 31st December, 1908.

DESCRIPTION OF TIMBER.

Round timber.		Square timber.				Piles.	Pile timber.	
Other.		Pine.		Ash.				
Pieces.	Feet B. M.	Pieces.	Cubic feet.	Pieces.	Cubic feet.	Lineal feet.	Pieces.	Feet B. M.
37,949	6,468,918	18,528	850,162	12	407	183,136	2,033	203,909
2,474	1,095,993	.....	.....	.....	.....	.....	.....	.....
10,682	1,104,182	.....	.....	.....	.....	.....	.....	.....
51,105	8,669,093	18,528	850,162	12	407	183,136	2,033	203,909

of Timber.—Continued.

Stave Bolts.	Pulpwood.	Amounts Accrued.						
		Transfer bonus.	Interest.	Trespass.	Timber dues.	Bonus.	Ground rent.	Total.
Cords	Cords							
		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
3,751	88,370	1,269 15	9,408 74	66,430 25	1,238,534 75	132,290 91	42,455 00	1,490,388 80
.....	.....	123 00	272 80	1,409 21	21,819 42	.....	3,978 00	27,602 43
.....	8,660	674 00	1,054 28	1,598 83	139,545 68	.....	18,582 00	161,454 79
3,751	97,030	2,066 15	10,735 82	69,438 29	1,399,899 85	132,290 91	65,015 00	1,679,446 02

AUBREY WHITE,  
Deputy Minister.

*Appendix No. 11.*

Statement of the work done in the Military Branch of the Department of Lands,  
Forests and Mines, during the year 1908.

Letters received.....	8,500
“    written.....	7,700
Certificates issued.....	408
Maps supplied to Veterans.....	3,000
Forms issued.....	500
Location certificates issued.....	350
Locations made.....	750
Surrenders.....	625
References for patents issued.....	700
Letters to Military Settlers and Assignees of Veterans.....	204

R. H. BROWNE,  
Chief Clerk in Charge.

AUBREY WHITE,  
Deputy Minister.

*Appendix No. 12.*

Statement of the number of Letters received and mailed by the Department  
in 1906, 1907 and 1908.

Year.	Letters received.					Names indexed.	Orders-in-Council.	Returned Letters.	Letters, circulars and reports mailed from Department.
	Sales and Free Grants.	Surveys.	Woods and Forests.	Mines.	Totals.				
1906....	21,525	11,490	9,620	7,702	50,337	59,250	262	80	60,000
1907....	24,871	13,463	9,218	10,060	57,612	63,120	284	92	66,000
1908....	22,478	11,263	9,386	9,183	52,310	58,900	243	84	70,000

FRANK YEIGH,  
Registrar.

AUBREY WHITE,  
Deputy Minister.



## Appendix No. 13.

STATEMENT showing the number of Locatees and of acres located, of purchasers and of acres sold; of lots resumed for non-performance of the settlement duties; and of patents issued under "The Free Grants and Homesteads Act" during the year 1908.

Township.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.
Baxter.....	Muskoka ....	J. B. Brown, Bracebridge	7	704	8	182	5	10
Brunel .....	"	"	4	484	1	100	4	3
Cardwell .....	"	"	8	1,540	1	1	6	5
Chaffey .....	"	"	6	902			3	5
Draper .....	"	"						3
Franklin .....	"	"	4	475	3	65½	3	3
Macaulay .....	"	"						
Medora .....	"	"	5	904	1	1½	5	3
Monck .....	"	"			3	129½		4
Morrison .....	"	"	6	844	6	12	3	6
Muskoka .....	"	"			1	1½		1
McLean .....	"	"	8	1,184	1	2	10	2
Oakley .....	"	"	11	1,426			8	4
Ridout .....	"	"	8	1,053	4	102	5	5
Ryde .....	"	"	1	100			1	1
Sherborne .....	Haliburton ...	"	3	271	3	17		2
Sinclair .....	Muskoka ....	"	5	500	1	66	2	4
Stephenson .....	"	"	1	100			1	1
Stisted .....	"	"	1	100	1	1	1	5
Watt .....	"	"	3	431	1	31	2	2
Wood .....	"	"	9	947	1	1½	2	3
Carling .....	Parry Sound..	F. R. Powell, Parry Sound	10	1,834	1	44½	9	7
Christie .....	"	"	10	1,841			10	1
Conger .....	"	"	11	1,619½			1	9
Cowper .....	"	"			13	45		7
Ferguson .....	"	"	1	200			1	1
Foley .....	"	"	3	492	7	20½	3	6
Hagerman .....	"	"	1	98				
Humphrey .....	"	"	3	448	1	½	1	4
McConkey .....	"	"	3	364	1	40	2	5
McDougall .....	"	"	6	863	3	17	5	5
McKellar .....	"	"	10	1,430			5	2
McKenzie .....	"	"	5	1,217			4	7
Monteith .....	"	"	13	1,985	1	1	2	1
Shawanaga .....	"	"	2	208	1	4	3	1
Wilson .....	"	"	1	78			1	4
Chapman.....	Parry Sound..	Dr. J. S. Freeborn,						
		Magnetawan	14	1,927	2	145	14	8
Croft .....	"	"	11	1,501	4	400	13	5
Ferrie .....	"	"	2	283				1
Gurd .....	"	"	10	1,474			4	8
Lount .....	"	"	3	400	1	31		4
Machar .....	"	"	8	999	1	8	5	9
Mills .....	"	"	3	477	2	46½	3	4
Pringle .....	"	"	10	1,609	1	5	2	6
Ryerson .....	"	"	5	1,000	1	70	4	4
Spence .....	"	"	7	802			6	4
Strong .....	"	"	3	400			3	

## Appendix No. 13.—Continued.

Township.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.
Armour .....	Parry Sound..	W. Jenkin, Emsdale	4	395	.....	.....	1	5
Bethune .....	"	"	7	1,254	.....	.....	6	10
Joly .....	"	"	5	860	1	1	4	9
McMurrich .....	"	"	7	1,051	2	21	5	5
Perry .....	"	"	3	495	.....	.....	3	4
Proudfoot .....	"	"	6	847	1	21	3	7
Hardy .....	Parry Sound..	J. S. Scarlett, Powassan	10	1,597	3	106	1	5
Himsworth .....	"	"	42	5,556	1	22	26	7
Laurier .....	"	"	10	1,394	4	197	7	4
Nipissing .....	"	"	14	1,826 $\frac{1}{2}$	3	6	10	11
Patterson.....	"	"	7	1,056	5	256	.....	8
Bonfield .....	Nipissing .....	W. J. Parsons, North Bay	10	995	.....	.....	5	5
Boulter .....	"	"	.....	.....	.....	.....	.....	.....
Chisholm .....	"	"	16	2,112	1	13	7	8
Ferris .....	"	"	60	6,703	1	12	34	7
Anson .....	Haliburton ...	R. H. Baker, Minden	1	101	.....	.....	.....	.....
Glamorgan ...	"	"	12	1,424	1	1	7	2
Hindon .....	"	"	.....	.....	.....	.....	1	.....
Lutterworth ..	"	"	4	330	.....	.....	3	1
Minden .....	"	"	8	972	1	$\frac{3}{4}$	8	6
Snowdon .....	"	"	18	2,369	.....	.....	2	.....
Stanhope .....	"	"	4	318 $\frac{3}{4}$	.....	.....	.....	1
Anstruther ...	Peterboro' ....	T. G. Eastland, Apsley	3	831	1	25	2	3
Burleigh, N.D.	"	"	.....	.....	3	3	.....	2
Burleigh, S.D.	"	"	3	235	3	11	1	7
Chandos .....	"	"	1	100	2	3 $\frac{1}{2}$	1	7
Methuen .....	"	"	4	500	.....	.....	1	2
Cavendish ....	"	Jas. Wilson, Kinmount	2	201	.....	.....	1	2
Galway .....	"	"	10	1,565	1	3	25	4
Cardiff .....	Haliburton .....	.....	9	1,203	.....	.....	7	5
Monmouth.....	"	.....	19	2,378	.....	.....	13	9
Bangor .....	Hastings .....	.....	6	590	3	25	1	2
McClure .....	"	.....	13	1,566	2	9	3	5
Wicklow .....	"	.....	9	1,096 $\frac{1}{2}$	.....	.....	.....	1
Carlow .....	Hastings .....	J. R. Tait, L'Amable	1	93	.....	.....	.....	2
Cashel .....	"	"	3	284	.....	.....	.....	.....
Dungannon....	"	"	8	753 $\frac{1}{2}$	1	12	4	2
Faraday .....	"	"	11	1,639 $\frac{1}{2}$	2	112	11	6
Herschel .....	"	"	6	759	.....	.....	3	1
Limerick .....	"	"	1	121	2	1 $\frac{1}{2}$	.....	3
Mayo .....	"	"	3	462	.....	.....	3	.....
Monteagle ....	"	"	5	554	3	10 $\frac{1}{2}$	4	4
Wollaston.....	"	"	1	203	.....	.....	1	1
Algona, S ....	Renfrew .....	Adam Prince, Wilno	1	100	.....	.....	1	2
Brougham .....	"	"	4	497	1	7	.....	.....
Brudenell .....	"	"	5	449 $\frac{1}{2}$	1	2	6	2
Burns .....	"	"	44	5,863	4	16	.....	.....
Grattan .....	"	"	10	937 $\frac{1}{2}$	.....	.....	4	3
Griffith .....	"	"	.....	.....	.....	.....	.....	1

## Appendix No. 13.—Continued.

Township.	District or County.	Agent.	No. of Persons Located	No. of Acres Located	No. of Purchasers	No. of Acres Sold	No. of Lots Resumed	No. of Patents Issued
Hagarty .....	Renfrew .....	Adam Prince, Wilno .....	8	854	.....	.....	7	3
Jones .....	"	"	2	217	1	97	.....	5
Lyell .....	Nipissing .....	"	4	495	1	11	.....	4
Lyndoch .....	Renfrew .....	"	11	1,286	.....	.....	6	3
Matawatchan..	"	"	1	163	.....	.....	.....	2
Radcliffe .....	"	"	7	939	2	46	3	4
Raglan .....	"	"	9	952	1	57	3	11
Richards .....	"	"	10	1,384	.....	.....	3	2
Sebastopol....	"	"	2	242	.....	.....	1	1
Sherwood .....	"	"	7	968	1	14	6	7
Algona, N....	Renfrew .....	D. B. Warren, Pembroke	2	298	.....	.....	.....	1
Alice .....	"	"	5	501	.....	.....	4	.....
Buchanan (pt)	"	"	5	582	.....	.....	3	3
Fraser .....	"	"	2	300	.....	.....	.....	2
Head .....	"	"	.....	.....	.....	.....	5	.....
Maria .....	"	"	.....	.....	.....	.....	.....	.....
McKay (pt)...	"	"	.....	.....	.....	.....	.....	.....
Petawawa .....	"	"	2	204	4	8 $\frac{1}{2}$	1	4
Rolph .....	"	"	2	240	.....	.....	5	1
Wilberforce ..	"	"	1	100	1	2	.....	2
Wylie (pt)....	"	"	.....	.....	.....	.....	.....	2
Calvin .....	Nipissing .....	Jas. Jenks, Mattawa	5	497	.....	.....	2	2
Cameron (pt).	"	"	2	200	.....	.....	.....	4
Lauder .....	"	"	3	409	.....	.....	.....	.....
Mattawan .....	"	"	4	559	1	2	2	2
Papineau .....	"	"	20	2,242	2	61	11	5
Korah .....	Algoma .....	B. J. Rothwell, Sault Ste.	.....	.....	.....	.....	.....	.....
Parke .....	"	Marie	1	160	.....	.....	1	1
Prince .....	"	"	2	240	.....	.....	2	.....
.....	"	"	15	2,129	1	114	13	5
Aberdeen .....	"	Thos. Buchanan, Thessalon	8	993	1	164 $\frac{1}{2}$	2	1
Galbraith .....	"	"	4	613 $\frac{1}{2}$	2	3	.....	1
Lefroy .....	"	"	2	254	.....	.....	.....	1
Plummer.....	"	"	.....	.....	.....	.....	.....	.....
do add.	"	"	.....	.....	.....	.....	.....	1
St. Joseph Is'd	"	W. E. Whybourne, Marksville	24	2,652	3	102 $\frac{1}{2}$	22	7
Merritt .....	"	R. J. Byers, Massey .....	.....	.....	.....	.....	.....	.....
Blake .....	Thunder Bay..	H. A. Keefer, Port Arthur	9	1,421	1	160	6	5
Conmee .....	"	"	36	5,769	.....	.....	11	5
Crooks .....	"	"	5	990	.....	.....	2	.....
Dawson Road.	"	"	6	835 $\frac{1}{2}$	.....	.....	6	.....
Dorion .....	"	"	12	1,755	.....	.....	13	5
Gillies .....	"	"	10	1,604	2	163	8	6
Gorham .....	"	"	16	2,620 $\frac{1}{2}$	2	40	18	3
Lybster .....	"	"	12	1,904 $\frac{1}{2}$	3	278 $\frac{1}{2}$	14	5
Marks .....	"	"	12	1,875 $\frac{1}{2}$	2	180 $\frac{1}{2}$	10	9
McIntyre .....	"	"	9	1,094	.....	.....	13	.....
McGregor .....	"	"	1	160	.....	.....	.....	2
O'Connor .....	"	"	10	1,460 $\frac{1}{2}$	5	285 $\frac{1}{2}$	5	6
Oliver .....	"	"	17	2,482 $\frac{1}{2}$	3	16	14	7

## Appendix No. 13.—Continued.

Township.	District or County.	Agent.	No. of persons located.	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.
Paipoonge, N R	Thunder Bay.	H. A. Keefer, Port Arthur.	3	300	....		5	1
" SR	"	"	18	1,806	1	93	18	4
Pardee.....	"	"	....	....	....	....	....	2
Pearson.....	"	"	18	2,795	1	160	5	5
Scoble.....	"	"	7	1,005	....	....	5	3
Strange.....	"	"	24	3,778	2	165 $\frac{1}{2}$	27	1
Atwood.....	Rainy River..	Wm. Campbell, Stratton.	....	....	....	....	....	....
Blue.....	"	"	14	1,893 $\frac{1}{4}$	5	103 $\frac{1}{4}$	9	10
Curran.....	"	"	....	....	....	....	....	....
Dewart.....	"	"	17	2,678 $\frac{1}{4}$	....	....	3	2
Dilke.....	"	"	1	82	....	....	1	2
Morley.....	"	"	3	405	4	159 $\frac{3}{4}$	4	7
McCroscon....	"	"	17	2,713	3	111 $\frac{1}{2}$	14	7
Nelles.....	"	"	13	1,775	7	145 $\frac{1}{2}$	11	10
Pattullo.....	"	"	11	1,439	4	123 $\frac{3}{4}$	13	5
Pratt.....	"	"	16	2,582 $\frac{1}{2}$	1	40 $\frac{1}{4}$	5	1
Rosebery.....	"	"	....	....	....	....	....	....
Shenston....	"	"	2	241	7	101.	....	6
Spohn.....	"	"	18	2,298	4	179 $\frac{1}{4}$	9	7
Sutherland...	"	"	34	5,520	3	119 $\frac{1}{4}$	26	3
Sifton.....	"	"	24	3,530 $\frac{3}{8}$	12	613	14	2
Tait.....	"	"	8	1,192	8	53	17	9
Tovell.....	"	"	32	5,115	5	253 $\frac{1}{2}$	23	5
Worthington..	"	"	....	....	1	27	....	4
Aylesworth...	"	Alex. McFayden, Emo	1	147	....	....	1	2
Barwick.....	"	"	....	....	....	....	1	....
Burriess.....	"	"	10	1,634	3	87	11	6
Carpenter.....	"	"	5	740 $\frac{1}{4}$	2	61	4	5
Crozier.....	"	"	8	1,259	5	54	5	8
Dance.....	"	"	26	4,106 $\frac{1}{2}$	5	360 $\frac{1}{2}$	11	3
Devlin.....	"	"	3	488	2	88	3	5
Dobie.....	"	"	7	1,170	2	80 $\frac{3}{4}$	7	3
Fleming.....	"	"	4	674	....	....	....	....
Kingsford....	"	"	21	3,421	4	146	19	4
Lash.....	"	"	7	1,120	2	44	6	4
Mather.....	"	"	10	1,700	4	197 $\frac{1}{4}$	12	4
Miscampbell..	"	"	18	2,733 $\frac{1}{2}$	4	191 $\frac{3}{4}$	14	9
Potts.....	"	"	15	2,411 $\frac{1}{2}$	....	....	6	3
Richardson...	"	"	11	1,758 $\frac{1}{2}$	2	82	3	2
Roddick.....	"	"	....	....	....	....	....	2
Woodyatt....	"	"	3	473	3	68	2	6
Aubrey.....	Rainy River..	R. H. Pronger, Dryden	10	1,473 $\frac{3}{4}$	3	55	2	6
Eton.....	"	"	17	2,862 $\frac{1}{2}$	....	....	2	4
Langton.....	"	"	1	205	....	....	....	....
Mutrie.....	"	"	28	4,621 $\frac{1}{2}$	10	1,704 $\frac{1}{2}$	....	1
Rugby.....	"	"	1	160	1	34	....	3
Sanford.....	"	"	10	1,354	2	94	1	6
Vanhorne.....	"	"	7	869	3	120	7	14
Wainwright...	"	"	24	3,192 $\frac{3}{4}$	4	206	4	10
Zealand.....	"	"	15	1,998 $\frac{3}{4}$	1	29	2	7
Melick.....	"	C. W. Belyea, Kenora	74	10,802	15	1,196	9	11
Pellatt.....	"	"	77	10,714 $\frac{1}{2}$	8	632 $\frac{1}{2}$	5	4



*Appendix No. 13.—Concluded.*

Township.	District or County.	Agent.	No. of persons located	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.
Blezard.....	Sudbury.....	J. A. Lemieux, Sudbury	15	1,969 $\frac{1}{2}$	.....	.....	.....	7
Capreol.....	"	" " "	20	2,297	2	36	2	8
Hanmer.....	"	" " "	35	4,576 $\frac{1}{2}$	6	57	10	22
Balfour.....	"	J. K. MacLennan, Sudbury	14	1,873	2	254	.....	13
Broder.....	"	" " "	20	2,994 $\frac{1}{2}$	1	1	2	5
Chapleau.....	Algoma.....	" " "	1	165	.....	.....	.....	.....
Garson.....	Sudbury.....	" " "	17	2,422	5	10 $\frac{3}{4}$	1	8
Neelon.....	"	" " "	11	1,505 $\frac{1}{2}$	4	218 $\frac{1}{4}$	.....	8
Rayside.....	"	" " "	5	602	.....	.....	.....	6
Appleby.....	"	E. A. Wright, Warren	24	3,882	9	205 $\frac{1}{2}$	1	14
Casimir.....	"	" " "	11	1,630	.....	.....	.....	9
Dunnet.....	"	" " "	20	3,181	5	21 $\frac{1}{4}$	.....	18
Hagar.....	"	" " "	22	3,553	1	164	1	7
Jennings.....	"	" " "	9	1,274 $\frac{1}{2}$	.....	.....	.....	7
Kirkpatrick.....	Nipissing.....	" " "	24	3,597 $\frac{1}{4}$	5	22 $\frac{1}{2}$	.....	22
Ratter.....	Sudbury.....	" " "	19	3,042 $\frac{1}{2}$	1	6	2	11
Caldwell.....	Nipissing.....	J. A. Philion, Sturgeon Falls	22	2,912 $\frac{3}{4}$	3	400	.....	45
Cosby.....	Sudbury.....	" " "	13	2,041	2	4	.....	10
Grant.....	Nipissing.....	" " "	3	308	2	280	.....	6
Macpherson.....	"	" " "	40	5,677 $\frac{1}{2}$	2	21	.....	27
Martland.....	Sudbury.....	" " "	22	3,083	4	324	.....	16
Springer.....	Nipissing.....	" " "	15	1,905	.....	.....	1	47
Abinger.....	Lennox and Addington	Chas. Both, Denbigh	2	400	.....	.....	.....	8
Clarendon (pt)	Frontenac...	" " "	2	316	.....	.....	.....	.....
Denbigh.....	Lennox and Addington	" " "	4	498	.....	.....	.....	2
Canonto, S....	Frontenac.....	" " "	.....	.....	.....	.....	.....	.....
" N.....	"	" " "	.....	.....	.....	.....	.....	1
Miller (pt)....	"	" " "	2	259	.....	.....	.....	2
Palmerston(pt)	"	" " "	1	197	.....	.....	1	3
Airy.....	Nipissing.....	Unattached	9	1,424	5	30	.....	10
Finlayson.....	"	" " "	2	379	1	9	.....	1
Marchison.....	"	" " "	6	910	1	2	.....	4
Sabine.....	"	" " "	7	1,092	1	140 $\frac{1}{4}$	.....	8
			2,110	297,543	383	14480	977	1089

W. C. CAIN,  
Clerk in Charge.

AUBREY WHITE,  
Deputy Minister.

*Appendix No. 14.*

Statement of Municipal Surveys for which instructions issued during the year 1908.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.
1	A. L. Russell...	663	Jan. 28, 1908 ...	To survey certain streets in the city of Port Arthur, in the district of Thunder Bay, including North and South Water Streets, Cumberland Street, Court Street and Algoma Street, and all intersecting Streets between John Street and McVicar Street, and to have the corners of the streets marked by iron bars duly planted thereat.
2	C. D. Bowman .	664	Feb. 5, 1908....	To survey part of the line between the township of Waterloo in the county of Waterloo and the township of Guelph in the county of Wellington, from the north easterly angle of the township of Waterloo, southerly along the easterly limits of lots 97, 98, 99 and 100 of the German Company tract of Waterloo, and to mark by stone or other permanent monuments at the several corners in the easterly limit of the said township of Waterloo, and also at each end of the several concession lines of the township of Guelph abutting on said boundary between the said points.
3	E. G. Barrow ..	665	May 2, 1908.....	To survey the limits of the original allowance for road between the broken front and the first concession of the township of Barton, in the county of Wentworth, known as the base line, and now within the limits of the City of Hamilton, said survey to be made from the intersection of the said base line with the allowance for road between lots Nos. 4 and 5 in the said township of Barton, known as Ottawa Street, to the westerly terminus of such base line, and that durable monuments be placed marking the limits of the original allowance for road between the above points.
4	W. H. Fairchild	666	May 2, 1908.....	To survey the road allowance between the 3rd and 4th concessions of the township of East Oxford, in the county of Oxford, across lots Nos. 16 to 18 inclusive, or as much farther on either side as may be necessary to find an original monument, and to mark the road allowance across lots Nos. 16 to 18 inclusive, with permanent monuments on each side of said road allowance.
5	H. J. Beatty....	667	Sept. 21, 1908...	To survey the portion of the road allowance between the 7th and 8th concessions of the township of Ross, in the county of Renfrew, extending from lot No. 22, or as near thereto as the original post can be found to the town line between Ross and Horton, and to establish the same by planting permanent monuments on either side of the said allowance for road.
6	W. H. Fairchild	668	Nov. 6, 1908....	To survey the road allowance between lots Nos. 7 and 8, east of the North Road, in the township of Houghton, in the county of Norfolk, and to establish the same by planting permanent monuments on either side of said road allowance.

*Appendix No. 14.—Concluded.*

Statement of Municipal Surveys for which instructions issued during the year 1908.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.
7	Geo. L. Brown.	669	Dec. 21, 1908 ...	To survey the boundary road allowance between the townships of Osnabruck and Cornwall, and to have the said boundary marked by permanent stone or iron monuments at the expense of the municipality of the township of Osnabruck, in the county of Stormont.
8	Isaac Traynor...	670	Dec. 31, 1908....	To survey lots Nos. 28 to 32 inclusive, in the 14th concession of the township of East Luther, and also the side road between lots 30 and 31, in the said 14th concession, and to plant permanent monuments at the angles of the said lots on each of the said side road allowance.

GEORGE B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Deputy Minister of Lands and Forests.

*Appendix No 15.*

## STATEMENT OF MUNICIPAL SURVEYS CONFIRMED DURING THE YEAR 1908.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Surveys.	Date when confirmed under R. S.O., 1897, Chap. 181, secs. 10 to 15, inclusive.
1	John H. Moore..	653	October 14, 1904.....	To survey the allowance for road forming the boundary between the Township of Osgoode in the County of Carleton, and the Township of Mountain in the County of Dundas, and to mark the limits of the said original road allowance by permanent stone or iron monuments on each side of the said original road allowance.	June 19, 1908.
2	Thos. Byrne....	661	September 24, 1907.....	To survey the Block of land situate in the Town of Blind River bounded by Michigan Avenue, Hanes Avenue, Lakeside Avenue and Centre Street, and to define the same by permanent monuments planted at the angles of the said Block as well as elsewhere along the lines of said Block as may be necessary.	March 16, 1908.
3	E. T. Wilkie....	662	October 3, 1907	To survey the line between lots 5 and 6, concession 3, in the Township of Hinchinbrooke, in the County of Frontenac, and to plant permanent monuments at the front and rear angles of said line.	October 21, 1908.

GEORGE B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Deputy Minister of Lands and Forests.



*Appendix No. 16.*

## Statement of Crown Surveys in progress during the year 1908.

No.	Date of instructions.	Name of surveyor.	Description of survey.	Amount paid.
1	May 28, 1908..	T. D. Green.....	Survey of township of Umbach, District of Rainy River .....	2,400 00
2	May 27, 1908..	T. Byrne.....	Survey of township of Skead, District of Nipissing.....	1,600 00
3	Apr. 28, 1908..	W. Murdoch .....	Survey of township of Morson, District of Rainy River.....	2,800 00
4	Oct. 31, 1908..	De Morest, Stull & Low .....	Survey of burnt territory east of Mozhaboug Lake, Sudbury.....	200 00
5	May 29, 1908..	J. Hutcheon.....	Survey of township of Sankey, District of Algoma.....	5,000 00
6	May 29, 1908..	J. Hutcheon.....	Survey of township of Fleck, District of Algoma.....	6,000 00
7	Feby. 1, 1908..	Speight & Van Nostrand.....	Survey of Abitibi Lakes and Islands, District of Nipissing.....	3,500 00
8	May 27, 1908..	Jas. Dobie.....	Survey of certain Base and Meridian Lines in Mississauga Forest Reserve.....	7,000 00
			Total.....	28,500 00

GEORGE B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Deputy Minister of Lands and Forests.

*Appendix No. 17.*

Statement of Crown Lands Surveyed, completed and closed during the year 1908.

No.	Date of Instructions.	Name of Surveyor.	Discription of Survey.	Amount Paid.	No. of Acres.
				\$ c.	
1	May 31st, 1906	J. J. Francis.....	Survey of township of Temple, District of Rainy River.....	640 79	49,780
			Otto Kellberg, for services with J. J. Francis.....	50 00	
			Frank Kellberg, for services with J. J. Francis.....	50 00	
			W. B. Edge, for services with J. J. Francis.....	20 00	
			J. H. Lacourse, for services with J. J. Francis.....	20 00	
			Frank Lewin, for services with J. J. Francis.....	40 00	
			J. H. Reed & Co., for supplies furnished J. J. Francis.....	81 80	
			J. P. Hayes, for supplies furnished J. J. Francis.....	87 13	
			Cassidy and Son, supplies furnished J. J. Francis.....	548 28	
			Biggar & McBrayne, for J. H. Ryckman, services.....	275 00	
			Franklin S. Wiley, for wages.....	100 00	
			E. G. Spreng, for services with J. J. Francis.....	40 00	
			William Hanscombe, services with J. J. Francis.....	65 00	
2	July 10th, 1907	J. H. Burd.....	Survey of township of Jamieson, District of Sudbury.....	1,470 60	23,004
3	July 10th, 1907	J. H. Burd.....	Survey of township of Jessop, District of Sudbury.....	1,475 32	23,038
4	May 6th, 1907	T. Byrne.....	Survey of township of Bayly, District of Nipissing.....	770 00	22,900
5	May 6th, 1907	W. Beatty.....	Survey of township of Devitt, District of Algoma.....	1,378 00	51,780
6	May 6th, 1907	W. Beatty.....	Survey of township of Staunton, District of Algoma.....	1,385 30	51,853
7	May 6th, 1907	E. D. Bolton.....	Survey of township of Reaume, District of Sudbury.....	1,533 72	23,098
8	May 30th, 1907	J. S. Dobie.....	Survey of 3 blocks, Thunder Bay Branch G. T. P. Ry., District of Rainy River.....	1,141 47	
9	May 25th, 1907	T. Fawcett.....	Survey of 4 blocks, Thunder Bay Branch G. T. P. Ry., District of Thunder Bay.....	2,845 00	
10	May 20th, 1907	W. Galbraith.....	Survey of township of Leitch, District of Sudbury.....	1,176 00	51,760
11	May 30th, 1907	J. J. Dalton.....	Survey of 3 blocks, Thunder Bay Branch G. T. P. Ry., Rainy River.....	2,445 00	
12	May 20th, 1907	T. H. Dunn.....	Survey of township of Mabee, District of Sudbury.....	874 90	23,035
13	May 20th, 1907	T. H. Dunn.....	Survey of township of Laidlaw, District of Sudbury.....	1,535 68	23,112
14	May 6th, 1907	A. Niven.....	Survey of boundary between Algoma and Thunder Bay.....	5,625 00	
15	June 16th, 1907	T. D. Green.....	Survey of township of Mountjoy, District of Sudbury.....	779 52	23,068
16	June 16th, 1907	T. D. Green.....	Survey of the township of Godfrey, District of Sudbury.....	1,995 34	23,181
17	May 6th, 1907	Jas. Hutcheon....	Survey of the township of Barker, District of Algoma.....	2,375 90	51,759

*Appendix No. 17.—Continued.*

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount paid.	No. of acres
				\$ c.	
18	May 6th, 1907	Jas. Hutcheon....	Survey of township of Eilber, District of Algoma.....	2,365 50	51,655
19	May 27th, 1907	L. V. Rorke.....	Survey of township outlines west of Montreal River, District of Nipissing.....	7,349 09	
20	Dec. 9th, 1906	Joseph Cozens....	Survey of boundary Timber Berth 22, range 10, north of Curtis, District of Algoma.....	47 45	
21	Oct. 21st, 1907	J. H. Smith.....	Survey of town site of Smyth, District of Nipissing.....	69 31	
22	Apr. 28th, 1907	E. Seager.....	Survey of Timber Berths in Rainy River Districts.....	629 74	
23	May 15th, 1907	A. F. Wells.....	Survey of township of Kennedy, District of Nipissing.....	1,578 00	51,780
24	May 21st, 1908	W. W. Stull.....	Survey of Timber Berth W.D. 5.. South of Windermere Lake, Algoma.....	562 58	
25	June 2nd, 1908	C. H. Fullerton....	Survey of parts of townships Maisonneville, Benoit, District of Nipissing.	1,985 90	19,859
26	Mar 7th, 1908	D. J. Gillon.....	Survey of Permit No. 5, Black River, District of Rainy River.....	60 00	
27	June 8th, 1908	J. H. Burd.....	Survey of Base and Meridian Lines, Mississaga Reserve, Algoma, .....	5,053 27	
28	May 29th, 1908	H. J. Beatty.....	Survey of township of Steele, District of Nipissing.....	6,107 68	37,005
29	May 23rd, 1908	W. Beatty.....	Survey of township of Bonis, District of Nipissing.....	3,489 06	22,779
30	May 23rd, 1908	W. Beatty.....	Survey of township of Berry, District of Nipissing.....	2,861 87	16,683
31	May 20th, 1908	T. H. Dunn.....	Survey of township of Kingsmill, District of Sudbury.....	3,522 52	23,018
32	July 27th, 1908	C. H. Fullerton..	Survey of town site in Brower, District of Nipissing.....	1,874 80	
33	June 1st, 1908	F. W. Paulin.....	Survey of part of township of Fraleigh, District of Thunder Bay...	1,062 30	7,323
34	May 27th, 1908	L. V. Rorke.....	Survey of outlines of townships in Temagami Forest Reserve.....	7,718 12	
35	May 21st, 1908	Speight and Van Nostrand.....	Survey of base and meridian lines, Districts of Algoma and Thunder Bay.....	11,522 10	
36	June 2nd, 1908	J. H. Smith.....	Survey of Gillies Limit, District of Nipissing.....	5,708 50	57,085
37	May 27th, 1908	T. J. Patten.....	Survey of base and meridian lines, Mississaga Forest Reserve, District of Algoma.....	5,618 41	
38	.....	Jos. Cozens.....	Hospital expenses as per Supplementary Estimates.....	402 00	
39	June 2nd, 1908	J. W. Fitzgerald..	Survey of township of Haggart, District of Sudbury.....	5,212 10	52,121
40	Aug. 5th, 1908	J. W. Fitzgerald..	Survey of outlines of townships south of Night Hawk Lake, Districts of Nipissing and Sudbury.....	2,068 63	
41	May 30th, 1907	J. J. Dalton.....	Survey of Grand Trunk Pacific Block VII., Districts of Rainy River and Thunder Bay.....	2,640 00	
42	July 20th, 1908	L. O. Clark.....	Survey of timber berth east of Lockhart, District of Nipissing...	249 14	
43	Oct 5th, 1908	C. H. Fullerton...	Survey of addition to town plot of Smyth, District of Nipissing.....	909 45	

*Appendix No. 17.—Concluded.*

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount paid.	No. of Acres.
44	Sept. 9th, 1908	D. J. Gillon.....	Survey of lines in townships of Morley and Pattullo, District of Rainy River.....	\$ c.	
			E. Harcourt & Co., lithographing Maps.....	170 95	
			Art Metropole, blue print machine..	4,091 25	
			C. Tarling & Co., mounting maps..	348 00	
			Steinberger, Hendry Co., 5 copies of maps of Ontario.....	968 55	
			The Map Specialty Co., 2,500 maps of Watten Township.....	22 50	
			The Map Specialty Co., 1,503 maps of Widdifield Township.....	78 50	
			Rice Lewis & Son, iron posts.....	61 50	
			Rice Lewis & Son, iron posts.....	401 80	
			G. W. Fullerton, inspection of lots in Redditt Township.....	95 00	
			G. W. Fullerton, inspection of land crossing, Winnipeg River.....	19 75	
			C. W. Belyea, 2 maps of islands in Gun and Sandy Lakes.....	34 85	
			William Margach, Permit No. 5, Black River, Rainy River.....	25 00	
				61 00	
				117,870 92	780,676

GEORGE B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Deputy Minister of Lands and Forests



*Appendix No 18.*

## TOWNSHIP OF HAGGART, DISTRICT OF SUDBURY.

PETERBOROUGH, ONT., November 25, 1908.

SIR,—I have the honour to report the completion of the survey of the township of Haggart, in the District of Sudbury, performed under instructions from your Department, dated June 2nd of this year. I beg to submit also the field notes and plans of the township, all of which I trust will be found complete and satisfactory.

As instructed I commenced the survey at the southwest angle of the township of Kendrey, from this point I chained northerly along the east boundary of the township making the first two concessions fifty-nine chains and fifty links each in depth. Owing to the line in the centre of the road allowance between concessions four and five having been previously surveyed by the Messrs. Patten & Speight, concessions three and four have a depth of sixty chains and four links each on the east boundary, concession five and six were given a depth of fifty-nine chains and fifty links on this line. From the points thus established I ran the lines in the centre of the road allowances between concessions two and three and six and seven due west astronomically to the west boundary; the various side lines were run north and south astronomically to the north and south boundaries respectively from the base line previously established by Messrs. Patten & Speight. The north boundary I ran due west astronomically from the northwest angle of the township of Kendrey. The lines in the centre of the road allowances between concessions eight and nine and ten and eleven were run east and west astronomically from side road line between lots twelve and thirteen.

As will be seen by the plan, I did not run the side line in the centre of the road allowance between lots eighteen and nineteen through concessions five and six, as I thought it better to leave lot eighteen extend to the road allowance along Departure Lake.

To all the regular lots I gave a uniform width of twenty-five chains and twenty-five links allowing a side road allowance of one chain in width between lots six and seven, twelve and thirteen, eighteen and nineteen, and twenty-four and twenty-five; also a half road allowance of fifty links along the west side of the east boundary and along the east side of the west boundary. A road allowance of one chain in width was also allowed for between each alternate concession; namely, between concessions two and three, four and five, six and seven, eight and nine, and ten and eleven. A half road allowance of fifty links was also allowed for along the north side of the south boundary and along the south side of the north boundary.

Good posts made of the most durable wood to be had in the vicinity were planted along the various concession lines between the lots, one on the line itself as a guide post with the numbers of the lots cut on the east and west sides and the letter "R" cut on the north and south sides, one fifty links north of the guide post; and one fifty links south of the guide post with the numbers of the lots cut on the east and west sides and the number of the concessions or "R" cut on the north or south sides as the case might be. At the intersection of the centre lines of the different side road allowances with the centre line of the different concession road allowances, good posts were also planted with the letter "R" cut on the north, south, east and west sides. Good posts were also planted at the

angle of each of the four adjoining lots, with the number of the concession cut on the north or south side as the case might be, and the number of the lot cut on the east or west side as the case might be, and the letter "R" cut on the two sides facing the concession and side road allowances, these posts were planted at a distance of fifty links from the centre of the side road allowances and fifty links from the centre of the concession road allowance.

Where the front angle of a lot fell in a lake or in the Poplar Rapids or Muskego River, the posts were projected to the proper points on the north or south, or on the north and south shores thereof, these points were planted at a perpendicular distance of one chain from high water mark. Witness posts with the number of the lots marked on the east and west sides were also placed at high water mark, and where they were to be had several trees in the vicinity were blazed in a conspicuous manner. A road allowance of one chain in perpendicular width is allowed for along each side of the Muskego and Poplar Rapids Rivers, also around all large lakes and around all lakes cut by the concession and side road allowances. All these road allowances are marked by good durable posts planted on the lines of survey, with the letter "R" cut on the side facing the road allowance.

To all posts with the exception of the guide posts, the witness posts, and the posts defining a road allowance, suitable bearing trees were taken, full descriptions of which will be found in the field notes.

In order to make the survey more permanent in case of the destruction of the wooden posts by fire, iron posts of the following dimensions and marked with a cold chisel were placed at the following points:—

An iron post one and seven-eighths inches in diameter and three feet long at the northwest angle of the township with the name "Haggart" cut on the southeast side, "Con. XII." on the south side, "Lot XXVIII." on the east side, and "R" on the north, south, east and west sides.

An iron post one and one-quarter inches in diameter and three feet long at the intersection of the line in the centre of the road allowance between concessions six and seven with the west boundary line marked "Con. VII." on the north side, "Con. VI." on the south side, "Lot XXVIII." on the east side, and the letter "R" on the north, south, east and west sides.

An iron post one and one-quarter inches in diameter and three feet long on the north boundary line at its intersection with the line in the centre of the road allowance between lots twelve and thirteen marked "Con. XII." on the south side, "Lot XII." on the east side, "Lot XIII." on the west side, and the letter "R" on the north, south, east and west sides.

An iron post one and one-quarter inches in diameter and three feet long at the intersection of the line in the centre of the road allowance between concessions six and seven, with the line in the centre of the road allowance between lots twelve and thirteen marked "Con. VII." on the north side, "Con. VI." on the south side, "Lot XII." on the east side, "Lot XIII." on the west side, and the letter "R" on the north, south, east and west sides.

An iron post one and one-quarter inches in diameter and three feet long on the south boundary line at its intersection with the line in the centre of the road allowance between lots twelve and thirteen marked "Con. I." on the north side, "Lot XII." on the east side, "Lot XIII." on the west side and the letter "R" on the north, south, east and west sides.

An iron post one and one-quarter inches in diameter and three feet long on the east boundary line at its intersection with the line in the centre of the road allowance between concessions six and seven marked "Con. VII." on the north side, "Con. VI." on the south side, "Lot I." on the west side and the letter "R" on the north, south, east and west sides.



On the iron posts one and seven-eighths inches in diameter and three feet long planted at the northwest angle of the township of Kendrey (northeast angle of the township of Haggart) I marked "Haggart" on the southwest side, "Lot I." on the west side, "Con. XII." and the four "R's" had already been marked on the proper sides.

On the iron post one and seven-eighths inches in diameter and three feet long planted at the southwest angle of the township of Kendrey (southeast angle of the township of Haggart) I marked "Haggart" on the northwest side; Lot I. on the west side; Con. I. and the four "R's" had already been marked on the proper sides.

On the post one and seven-eighths inches in diameter and three feet long planted at the northwest angle of the township of Sydere (southwest angle of the township of Haggart) I marked "Haggart" on the northeast side, "Con. I." on the north side, the other sides had already been properly marked.

The township of Haggart is well watered by the Muskego and Poplar Rapids Rivers, the latter which enters the township on lot twenty-eight, concession one, has an average width of one chain and depth of from one to five feet. This river after flowing in a northwesterly direction for about three miles expands into a beautiful sheet of water known as Departure Lake. This lake, which is about three miles long and having an average width of twenty-five chains is the largest in the township, on the lake are five small islands, full descriptions of which will be found in the traverse notes. The river north of Departure Lake has an average width of about ninety links and depth running from a few inches up to six and eight feet, on the river in concessions eleven and twelve is a lake having an area of about one hundred acres, several small rapids are met with, but no water power worthy of note.

The Muskego River which enters the township from the south on lot four, concession one, has an average width of one chain and depth of from two to five feet, this river flows northerly through the first six concessions, then turning easterly leaves the township at concession six, a few small falls and rapids are also met with on this river, but I did not consider them of sufficient importance to make any reservation for water power development.

Besides these rivers there are a number of small lakes in various parts of the township, the water in these lakes and rivers is of the very best and clearest, and they contain the usual kinds of fish common to this section of the Province.

The whole township of Haggart may be described as a more or less rolling country timbered with spruce up to eighteen inches in diameter, balsam of gilead up to twenty-five inches in diameter, poplar, white birch, balsam and cedar of an average size and quality. The undergrowth consists for the most part of willow and alder while here and there considerable windfall is met with.

Interspersed throughout are swamps covered with spruce and dead tamarack and as a rule grown up with a dense growth of alder, none of these swamps, however, are of any great extent and as their elevation above the waterways is considerable they will admit of very easy drainage.

On the uplands, generally speaking, the soil is of a rich, black loam of from eight to twelve inches in depth, entirely free from stone, with a sub-soil of clay.

A few outcroppings of rock (Huronian) are met with, particularly on the Muskego River at the various rapids.

I found no traces of mineral whatever.

The average magnetic variation is about eight degrees and thirty minutes west of north.

I would consider about fifty-five per cent. of this township suitable for immediate settlement, and there can be no doubt that by a proper drainage of the swamps nearly all the remainder can be made suitable for agriculture.

Several trial lines of the Grand Trunk Pacific Railway (Transcontinental) cross the township, I have shown as nearly as I possibly can the final location, and with the railway built here and the township open to settlers, I would look for a speedy opening up of this section.

Game and fur of the usual kinds, particularly moose, are to be seen in abundance.

Wild fruit, such as strawberries, raspberries, etc., were plentiful.

Observations for azimuth were taken as often as possible during the progress of the work.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) J. W. FITZGERALD,

Ontario Land Surveyor.

The Honourable, the Minister of Lands, Forests and Mines,  
Toronto.

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*Appendix No. 19.*

TOWNSHIP OF KINGSMILL, DISTRICT OF SUDBURY.

WINCHESTER, ONT., 23rd September, 1908.

SIR,—On the 20th day of May, 1908, I was instructed by the Deputy Minister of Lands and Forests to make a survey of the Township of Kingsmill in the District of Sudbury and to prepare a plan and field notes of my survey for transmission to your Department.

I beg to report that pursuant to these instructions I made preparations for an early departure and proceeded northward by canoes from Metagama Station over the Mettagami route.

We arrived in the Township of Kingsmill on Saturday July 4th, 1908, and commenced work at the southeast corner of the township on Monday, July 6th, where I found the wooden post described in the field notes of O. L. S. Speight. From this point I ran my south boundary due west astronomically, planting a wooden post every forty chains for a distance of six miles.

I then ran my west boundary due north astronomically from my six mile post until it intersected the south boundary of the Township of Mabee, which it did at a point fifty-four links east of the southeast angle of Mabee.

I then divided the township into sections of 640 acres as near as possible, as shown in the accompanying field notes and planted a wooden post, prop-



erly marked, at each intersection. These sections I further sub-divided by planting half-mile wooden posts between the intersections along all the concession lines.

I planted an iron post one and one-quarter inches in diameter on the side line between lots six and seven at its intersection with the north and south boundaries and the third concession line and also an iron post of the same size at the intersection of the third concession line with the east and west boundaries.

I planted an iron post one and seven-eighths inches in diameter at the southwest and northwest angles of the township of Kingsmill.

In addition to the regular wooden posts I planted on the south boundary between lots six and seven a one and one-quarter inch iron post marked on the east side, "VI.," on the north side "Con. I.," and on the west side "VII."

On the line between lots six and seven at its intersection with the third concession line, a one and one-quarter inch iron post marked on the south side "Con. III.," on the east side "VI.," on the north side "Con. IV.," and on the west side "VII."

On the north boundary between lots six and seven a one and one-quarter inch iron post marked on the south side "Con. VI.," on the east side "VI.," and on the west side "VII."

On the east boundary between concessions three and four a one and one-quarter inch iron post marked on the south side "Con. III.," on the north side "Con. IV.," and on the west side "I."

On the west boundary between concessions three and four a one and one-quarter inch iron post marked on the south side "Con. III.," on the east side "XII.," and on the north side "Con. IV."

At the southwest angle of the township a one and seven-eighths inch iron post marked on the east side "XII." on the northeast side "Kingsmill" on the north side "Con. 1."

At the northwest angle of the township a one and seven-eighths inch iron post marked on the south side "Con. VI.," on the southeast side "Kingsmill," and on the east side "XII."

I found the land level for the most part, particularly the southern portion becoming slightly rolling towards the north boundary.

The soil of the north and eastern portions is principally clay of good quality, while in the southwest it is inclined to be sandy, particularly in the first and second concessions west of lot seven. A few ridges of very slight elevation were found in the township. These ridges are as a rule not so thickly wooded as the other lands and as a result are generally covered with a variety of berries, especially raspberries of large size and fine quality, which I found in great abundance.

The whole township is covered with spruce of varying sizes up to fourteen inches in diameter. A few much larger trees are found along the White Cariboo Head River.

The ridges are timbered with poplar and balm of gilead of large size with spruce, birch and balsam intermingled.

I found no real muskeg in this township, although there are some areas of very deep moss with small open spruce, particularly on lot nine, concessions one and two and lot five, concessions four and five.

I found no lakes in the township and only one stream of any size, viz., The White Cariboo Head River, which enters the township on lot five and leaves it on lot two. The depth of this river at the time of the survey was

from four to five feet and the width about eighty links. I do not think it could be navigated to any extent even with canoes.

There are many small windfalls, the result of decaying trees, but none resulting from cyclones or hurricanes.

There are no water powers.

The only rock outcrop is on lot nine in the fifth concession. Here the rock rises up in a mass covering about three acres in extent and reaching a height of about seventy-five feet above its base and probably two hundred feet above the lower lands to the northward. A sample of this rock accompanies this report.

I saw no mineral veins here nor anywhere in the township.

The weather was generally good with a majority of cloudy days, but only occasional showers. One notable electric and rain storm occurred on the evening of July 27th. Frequent soundings of the White Cariboo Head River showed a depth of from four to five feet, but on the morning after this storm the depth was found to be over ten feet.

The magnetic variation was from seven degrees to eight degrees, thirty minutes west, except in the neighbourhood of the rock above mentioned. An observation a short distance north of the rock gave a variation of sixteen degrees west.

The side line was corrected accordingly and as this observation was taken at an intersection it was also used to verify the bearing of the concession line. Several other observations were taken, some similar to the above and some at Eastern Elongation at different points throughout the township.

The drainage of practically the whole of the Township of Kingsmill is northward into the Township of Mabee and is effected through three main water courses. The eastern and southern portions find an outlet through the White Cariboo Head River, which, although the banks are here much lower than they are farther north, has a rapid current and affords an opportunity for good drainage for the area which it serves.

The central portion of the township north of the second concession has but fair drainage through a somewhat sluggish creek which enters the township of Mabee on lot No. six.

The western portion is drained by a creek with considerable banks and a fair current in the northern part of the township, but the banks flatten out toward the south and the current is but slight.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) THOS. H. DUNN,

Ontario Land Surveyor.

The Honourable, The Minister of Lands, Forests and Mines,  
Toronto.

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*Appendix No. 20.*

TOWNSHIP OF LAIDLAW, DISTRICT OF SUDBURY.

WINCHESTER, ONT., November 26th. 1908.

SIR,—On the 20th day of May, 1907, I was instructed by the Deputy Minister of Lands and Forests to proceed to the township of Laidlaw in  
6a L.M.

the District of Algoma, now called the District of Sudbury, and make a survey of it by dividing it into lots of 320 acres each.

I commenced the survey at the southwest corner of the township of Mabee, at an iron post one and seven-eighths inches in diameter planted by me and marked "XII." on the east side, "Mabee" on the northeast side, "Con. I." on the north side, "Laidlaw" on the northwest and "I" on the west side, and a wooden post also planted by me and marked the same as the iron post. From this point I ran the south boundary line of Laidlaw township, west astronomically to its intersection with O. L. S. Speight's first meridian line at a point twenty-three links north of O. L. S. Speight's six mile post.

As I had already run the east boundary of Laidlaw as the west boundary of the township of Mabee, I next ran the first and second concession lines and the side lines between lots two and three, four and five, six and seven, etc., continuing them as far north as the third concession line.

On the 18th day of September, 1907, we moved our camp west along the first concession line to the side line between lots four and five, where we discovered a lake about one and a half miles long and half a mile wide, extending in a north and south direction through concession two and part of concession one. We camped on the bank of this lake, which I have called Return Lake, the remainder of the season. The banks are generally about fifteen to twenty feet in height and covered principally with poplar. The water of the lake is very clear. We caught some very large pike and saw a few otter.

I was forced to break camp on October 7th and quit work in Laidlaw township on account of bad weather, the men refusing to remain any longer. I therefore withdrew my camp into Mabee township and, after finishing my work there, returned to civilization, October 28th. We had the pleasure of breaking ice to afford passage for our canoes for a distance of about fifteen miles on our return trip.

I returned to the township of Laidlaw and re-commenced the survey on the 3rd day of August, 1908, under more favourable circumstances. I completed the survey and withdrew from the township on the 18th day of August, 1908.

I found several lakes, mostly of small size scattered throughout the township. There is an excellent trail running in a north and south direction through lot four. This trail was most likely made late in the fall of 1907, as I saw no signs of it when working in the township last year. It is very recent and had evidently been used for packing, as it is opened up wide and all obstructions have been removed and streams bridged with logs. It joins the several lakes in lot four.

The soil of the township is clay of good quality except in the extreme southwest corner, where it is sandy. The surface is somewhat rolling, especially in the neighbourhood of the lakes and there is a large muskeg on lots one and two in concessions one and two and on lots ten and eleven in concessions five and six.

The timber is chiefly spruce, but the higher ground is covered with poplar, balm of gilead, birch and balsam. These poplar ridges are very numerous over the whole of the township.

There is a small island in Return Lake which has a very few white pine growing on it and near the south end of the same lake there are a few Norway pine. In the extreme southwest corner of the township the principal timber is jack pine.

I found no rock outcrops and no minerals of any kind.



I took several observations mostly on Polaris at greatest Eastern Elongation and found the reading of the magnetic needle to range from six and one-half to nine degrees west of the true north.

In addition to the regular wooden posts planted each half-mile along the concession lines and south boundary I planted iron posts supplied by the Department, as follows:—

One, one and one-quarter inch iron post on the south boundary between lots six and seven marked "VI." on the east side, "Con. I." on the north side, and "VII." on the west side, one, one and seven-eighths inch iron post at the southwest angle of the township marked "XII." on the east side, "Laidlaw" on the northeast side and "Con. I." on the north side, one, one and one-quarter inch iron post where the line between lots six and seven intersects the line between concessions three and four marked on the south side "Con. III.," on the east side "VI.," on the north side "Con. IV.," and on the west side "VII.," one, one and one-quarter inch iron post on the west boundary at the line between concessions three and four, marked on the south side "Con. III.," on the east side "XII.," and on the north side "Con. IV.," one, one and one-quarter inch iron post at the intersection of the line between lots six and seven with the centre line of the road allowance along the north boundary of the township, marked "R" on the north and south sides, "VI." on the east side and "VII." on the west side. No iron post was planted on the third concession line at the east boundary as this post and a canoe were taken from my cache during my absence from the township. There is, however, an iron post sixteen links north of this point, which belongs to the township of Mabee.

The one and seven-eighths inch iron posts planted last year at the northeast and southeast angles of the township of Laidlaw while surveying the township of Mabee and described in the notes on that township, were marked with the word "Laidlaw" on the southwest and northwest sides respectively. I also found a one and seven-eighths inch iron post at the northwest angle of Laidlaw township which I marked with the word "Laidlaw" on the southeast side.

The weather was generally fine throughout the season of 1908.

Nearly the whole drainage of the township is northward through the west branch of the Muskego, which is quite small, being about forty links wide in the south of the township and seventy links wide in the north and from three to four feet deep. This stream leaves the township on lot four and enters the township of Sydere. A portion of the southeast corner of Laidlaw drains into Mabee township, lot twelve drains west and the northwest portion, which is comparatively low except for a few poplar ridges drains but very poorly to the northward and crosses the north boundary on lot nine.

The lakes all drain by small streams to the west branch of the Muskego River, except Boundary Lake, for which there is no apparent inlet or outlet, The banks of this lake are perfectly flat and in this respect it differs from most of the other lakes in this township.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) THOS. H. DUNN,  
Ontario Land Surveyor.

The Honourable, the Minister of Lands, Forests and Mines.  
Toronto.



*Appendix No. 21.*

## TOWNSHIP OF JESSOP, DISTRICT OF SUDBURY.

SUDBURY, ONT., April 11th, 1908.

SIR,—I have the honour to submit the following report of the survey of the township of Jessop, in the District of Sudbury, performed under instructions from your Department dated July 10th, 1907.

I proceeded to the work July 22nd, 1907, by the way of Mattagami Station on the main line of the Canadian Pacific Railway, thence by the usual canoe route down the Mattagami River, arriving at O. L. S. Niven's second base line on August 1st. The township of Jessop is bounded on the south by O. L. S. Niven's second base line run in 1905 and by the township of Mountjoy, being surveyed by O. L. S. Green this season, on the west by the township of Jamieson, being surveyed by the writer this season, on the north by the township of Kidd and on the east by O. L. S. Speight's meridian, run in 1903, and by the township of Murphy.

The survey of the township was commenced on August 3rd as per instructions, by running west astronomically from the several mile posts planted by O. L. S. Speight on his meridian forming the east boundary. Posts were planted on the south boundary at the end of forty chains in each mile to mark the width of lots not otherwise marked by mile posts. Our chainage practically agreeing with that of O. L. S. Niven's on his base line in every mile, his mile posts were adopted as the starting points for our several meridians run due north from the base line. In the second week at this work I was compelled to abandon it on account of my men refusing to work owing to the low and wet nature of the ground due to incessant rains and proceeded to subdivide Jamieson to the west. On September 23rd, after completing the survey of the township of Jamieson a second attempt was made to complete this survey, but after three days I was compelled to again abandon the work owing to men quitting, and return to Sudbury, leaving the work only partly done.

On January 26th, 1908, I left McDougall's Chutes with my party to make a third attempt to complete the survey, going in by way of Driftwood City, along the right of way of the Temiskaming and Northern Ontario Railway and the third concession road (which is cut out and being used) of Walker, Clergue and Dundonald townships to Frederick House Lake. Thence south over this lake and Night Hawk Lake to the Night Hawk Lake Mining Company's camp on Gold Island. From here we proceeded with sleighs and toboggans up the Porcupine River and across the portage route to Mattagami River, arriving in Jessop township on February 1st, when the survey commenced in August was continued and was completed on February 21st, 1908, under more favourable conditions, there being only about fifteen to eighteen inches of snow on the ground and only about four inches of snowfall during our three weeks' residence there. At the south-east angle of the township I found an iron post of one and seven-eighths inches in diameter, marked "VIM" on the south side, "Murphy" on the northeast, "Tisdale" on the southeast, on which I marked with a cold chisel "Jessop" on the northwest, "Con. 1," on the north and "1" on the west, a wooden post found beside it was similarly marked except for the words "Jessop, Murphy and Tisdale."

On the south boundary was found a one and one-quarter inch iron post marked "111M" on the east side, on which I marked with a cold chisel "VI"

on the east, "VII" on the west, "Con. 1" on the north side. A wooden post planted beside it was similarly marked. On the south boundary at the end of six miles was found a one and seven-eighths inch iron post marked "VIM" on the east side, on which I marked with a cold chisel "Jessop" on the northeast, "Jamieson" on the northwest, "Con. I" on the north, "I." on the west and "XII" on the east. A wooden post found beside it was similarly marked except for the words "Jessop and Jamieson." On the east boundary was found a one and one-quarter inch iron post marked "IXM" on the south side, on which I marked with a cold chisel "Con. IV" on the north, "Con. 111" on the south and "I" on the west. A wooden post similarly marked was planted beside it.

At the front of concession four between lots six and seven I planted an iron post of one and one-quarter inches diameter, on which I marked with a cold chisel "Con. IV" on the north, "Con. 111" on the south, "VI" on the east and "VII" on the west. A wooden post similarly marked was planted beside it. Where concession four intersected the west boundary run in August, 1907, by the writer, I planted a one and one-quarter inch iron post on which I marked with a cold chisel "Con. IV" on the north, "Con. 111" on the south, "XII" on the east and "I" on the west. A wooden post similarly marked was planted beside it. At the northeast angle of the township was found a one and seven-eighths inch iron post, on which was marked "XII M" and "Con. VI" on the south, "Con. 1" on the north, "Murphy" on the southeast, "Wark" on the northeast, "Kidd" on the northwest and "I" on the west, on which I marked with a cold chisel "Jessop" on the southwest. A wooden post found beside it was similarly marked except for the words "Jessop, Kidd, Wark, and Murphy."

On the north boundary where our lines between lots six and seven intersected it, I planted a one and one-quarter inch iron post on which I marked with a cold chisel "Con. VI." on the south, "VI." on the east and "VII." on the west. A wooden post similarly marked was planted beside it, and distance to O. L. S. Holcroft's post noted. At the northwest angle of the township was found a one and seven-eighths inch iron post planted by the writer in August, 1907, marked "Con. VI." on the south, "XII." on the east and "I." on the west, "Jessop" on the southeast and "Jamieson" on the southwest. A wooden post planted beside it was similarly marked except for the words "Jessop and Jamieson."

All iron posts were tubing, three feet in length forged at the top, pointed at the bottom and painted red.

The wooden posts planted between lots two and three, four and five, six and seven, eight and nine, ten and eleven on the different concessions were marked according to the concessions and lots to which they referred, that is on four sides, with the exception of those on the north and south boundaries, which were not marked on the north and south sides respectively.

The wooden posts planted on the concessions between lots one and two, three and four, five and six, seven and eight, nine and ten, eleven and twelve were marked on three sides only, that is on the north, east and west sides. No trouble was experienced in planting the posts in the winter, there being only four to six inches of frost in the ground. Bearing trees at a convenient distance were carefully marked and noted for each post planted.

The distances along the north boundary from our posts to those planted by O. L. S. Holcroft for Kidd township and along the west boundary to those planted by the writer for Jamieson township were chained and noted in each case, also along the south boundary to those planted by O. L. S. Green for Mountjoy.

Observations on Polaris at Elongation for azimuth were taken at convenient intervals.

The magnetic variation was found to be fairly constant at eight degrees west.

All lines were well opened up and blazed and were run with transit.

#### GENERAL FEATURES.

The township is situated on the verge of the clay belt and is practically level except for a few gulleys cut by creeks in the south end in lots five, six, seven, and eight, concession one.

A considerable area of muskeg was met with, both in the east and west sides of the township as well as some smaller areas near the centre as shown in accompanying timber plan, these muskegs being moss covered to a considerable depth.

#### SOIL.

The soil for the most part was found to be clay loam, with the exception of a small area in lots five and six at the north end of concession two, and south and north ends of concession three, where sand, gravel and boulders were found. I would consider not more than forty per cent. of the area suited to agriculture.

#### ROCK.

Rock was only evident in lot five, concession two in form of large boulders, and in lot six on the south boundary in place, being in both cases of dark slate and diabase.

No indications of economic minerals were found.

#### TIMBER.

The township is fairly well timbered throughout, with large white spruce, black spruce, up to six inches diameter, balsam up to sixteen inches in diameter on lot four, concession one, balm of gilead, poplar, white birch and some cedar to eight inches diameter and considerable dead tamarac, as well as some green tamarac.

All timber seemed to become larger in size approaching the south end of the township where on the base line occurred banksian pine up to eighteen inches diameter. The areas of muskeg were grown with small scattered black scrubby spruce two and three to four inches diameter. About sixty per cent. of the township was thickly grown with tag alders and other small scrubs making progress difficult.

#### WATER.

Numerous small creeks were found throughout the township, but for the most part were slow and sluggish owing to the flat nature of the ground.

The only creek navigable for canoes being in the southeastern part of the township, it being much swollen in summer due to continual rain.

#### GAME.

Game seemed plentiful, especially in the winter, moose and caribou being numerous as well as some fur bearing animals, as martin.



Partridge were also plentiful.

Accompanying this report are general plan, timber plan, field notes and account. I have the honour to be Sir,

Your obedient servant,

(Signed) J. H. BURD,  
Ontario Land Surveyor.

The Honourable,  
The Minister of Lands, Forests and Mines,  
Toronto.

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*Appendix No. 22.*

TOWNSHIP OF MOUNTJOY, DISTRICT OF SUDBURY.

TORONTO, ONT., April 21st, 1908.

SIR,—I have the honour to submit the following report of the survey of the township of Mountjoy in the District of Sudbury.

On the 16th of July last, I was instructed to proceed with as little delay as possible to the townships of Mountjoy and Godfrey for the purpose of subdividing the same into lots of 320 acres each.

I engaged a small party in Ottawa and purchased my provisions in Sudbury and started north from Metagami station on the Canadian Pacific Railway, on the morning of the 24th July, and reached O.L.S. Niven's first base line on the 8th of August, following.

Having taken observations on Polaris at the crossing of the Mattagami River by Niven's base line, I proceeded to retrace the base line and turned the angles for the meridians or side lines for a couple of miles on each side of the river. We then moved camp to a point a little below the mouth of a creek (which we called Mountjoy Creek) and near the Porcupine portage using the canoes on the river for transportation.

This point is very conveniently situated in the southeast quarter of the township; and the retracing of the base line and meridian line forming the eastern boundary of the township were completed from this camp, also the starting of the concession and side lines.

Having performed all the work that could be conveniently done from this point we moved camp up stream to the southern crossing of the said river by the side line between lots eight and nine.

From this camp we completed the southern part of the township and on the same day that we moved camp from here to a point about half a mile above the head of the first rapids of the Sandy portage, we continued the side line between lots eight and nine northwards to the northern crossing of the river by this line.

From this camp the sub-division of the township was completed on the 23rd of October, excepting the traverse of the river which was left until the survey of the township of Godfrey was completed in December, when the traverse was made on the ice and completed on the 23rd December last.

With the exception of the southwestern part through which runs a low ridge of sand, gravel and sandy-loam, this township consists of good agricultural soil of clay loam.



This township is covered with spruce eight inches, balsam six inches, poplar eight inches on knolls, birch, five inches, cedar ten inches along river and some dead tamarac eight inches. Scattered trees of black ash four inches are found along the river. In addition to the foregoing, considerable jackpine, eight inches or banksian pine is found in the southwestern or sandy portion of the township.

#### MAGNETIC DECLINATION.

The magnetic declination at the south end of the side line between lots eight and nine in concession one, is west seven degrees forty minutes (12th August, 1907) at the crossing of the Mattagami River by the side line between lots two and three, in concession two it is seven degrees fifteen minutes west (December 2, 1907). At the crossing of the Mattagami River by the side line between lots four and five in concession five it is west eight degrees fifteen minutes (18th December, 1907) and on the western boundary in concession five it is west eight degrees forty-five minutes (12th December, 1907).

The Mattagami River meanders through this township for over fourteen miles, entering near the middle of the south boundary of lot nine, in concession one and running northeasterly to near the centre of lot two, concession two, where it is joined by Mountjoy Creek from the south and then takes a sharp turn to the north for about three and a half miles to the south-east corner of lot four, concession six, when it makes another sharp turn in a general direction a little south of west crossing the west boundary of the township between concessions four and five.

The river through this township, excepting the last two and a half miles, is a beautiful stretch of water from three to four chains wide about ten feet deep with an average current of about two miles an hour.

About two and a half miles from the west boundary the current of the river gets quite rapid and about a quarter of a mile farther down stream we reach the head of the first portage just below the mouth of a small creek entering the river from the south. This portage is the longest of the three portages (known as Sandy portages) being about a quarter of a mile long.

There is no definite drop or fall in the river along this portage, but the river is wide, shallow and rocky, and having a fall of ten feet in this distance, the current is very rapid and it is dangerous to run excepting with lightly loaded canoes.

About three-quarters of a mile below this we come to the second portage, also situated on the left limit of the river. This portage is a few chains shorter than the first and the river along it has two distinct falls as well as a heavy grade in the river itself, making the difference in elevation forty feet.

About half a mile below this second portage the third and last portage of the so called Sandy portages is met on the right limit of the river. It is a short easy portage of about one-eighth of a mile long. The river along this portage consists of four separate and distinct drops or falls of seven, five, eight and four feet and the different small river stretches adding about six feet more, making a total of nearly thirty feet difference in elevation between the ends of the portage.

I estimate that there are 50,000 cubic feet of water per minute flowing here at low water, and at ordinary water level there would be double that quantity. For safety and convenience of calculation we will assume that there are 45,000 cubic feet of water, with a net available fall of twenty

feet (which allows ten feet for grade of aqueduct and tail race). With this amount of water and fall available, approximately, one thousand four hundred and forty (1,440) horse power can be generated. At the middle portage, with an available fall of thirty feet approximately, two thousand one hundred and sixty (2,160) horse power can be generated.

The upper or eastern rapids will probably never be used for power purposes until all the available power generated by the middle and lower rapids and falls have been absorbed. Should the upper rapids ever be required for power purposes, the intake of the canal or flume would probably be near the northeast corner of lot eight, in concession five. Hence, in order to permit all the available water power to be used here, I beg to recommend the reservation of the following parcels of land:—

(a) The north quarter of lot eight. (b) The north half of lot nine. (c) The whole of lot ten. (d) The south half of lot eleven. (e) The south half of lot twelve, all in concession five; and in concession four, (f) The north quarter of lot ten. (g) The north half of lot eleven, and (h) the north half of lot twelve.

No mineral bearing rock was observed in this township.

The following is the record of iron posts to be found in and around this township.

1. At the southeast corner of the township was found an iron post one and one-quarter inches in diameter, alongside the wooden post marked "XII M" on the east side and "Tisdale, Lot. 1, Con. 1" on the northeast side. This iron post was marked by me "Mountjoy, Lot 1, Con. 1" on the northwest side.

2. On the base line on the south boundary between lots six and seven was found an iron post one and one-quarter inches in diameter marked "XVM." alongside a wooden post. This iron post was marked by me "VI." on the east side, "VII" on the west side, and "Con. 1" on the north side.

3. An iron post one and one-quarter inches in diameter was found alongside the wooden post marking the southeast corner of the township, marked "XVIII M" on the east side and which we marked "Con. 1" on the north side, and "Mountjoy, Lot XII" on the northwest side.

4. On the eastern boundary of the township alongside the wooden post marking the point between concessions three and four was found an iron post one and one-quarter inches in diameter, marked "III M" on the south side and which we marked "Lot 1" on the west side, "Con. III" on the southwest side, and "Con. IV" on the northwest side.

5. One link south of the wooden post marking the intersection of the concession line between concessions three and four and the side line between lots six and seven is an iron post one and one-quarter inches in diameter marked "Con. III" on the south side, "Con. IV" on the north side, "Lot 6" on the east side, and "Lot 7" on the west side.

6. On the west boundary of the township and at a point one link east of the wooden post marking the intersection of the said boundary and the concession line between concessions three and four is planted an iron post marked "Con. III" on the southeast side, "Con. IV" on the northeast side, and "Lot XII" on the east side. An iron post one and one-quarter inches marked "Con. III" on the southwest side, "Con. IV" on the northwest side and "Lot 1" on the west side is planted 2.08 chains south of this corner for the township of Godfrey.

7. An iron post one and one-quarter inches was found alongside the wooden post marking the northeast corner of the township and marked "Murphy XII.I" on the northeast side, "Tisdale XII.VI" on the southeast

side, "Jessop 1.1" on the northwest side, and we marked it "Mountjoy 1.VI" on the southwest side.

8. An iron post one and one-quarter inches in diameter was placed one link south of the wooden post marking the intersection of the side line between lots six and seven and the north boundary of the township.

This iron post was marked "Con. VI" on the south side, "Lot VI" on the east side and "Lot VII" on the west side.

An old iron post was found on the said north boundary of the township alongside a wooden post at a point 4.2 links east of said intersection.

9. An iron post one and seven-eighths inches was placed one link south of the wooden post marking the northwest corner of the township and marked "Godfrey" on the southwest side, "Mountjoy" on the southeast side, "Lot 1" on the west side, "Lot XII" on the east side and "Con. VI" on the south side.

I have the honour to be,  
Sir,

Your obedient servant,

(Sgd.) T. D. GREEN,  
Ontario Land Surveyor.

The Honourable, the Minister of Lands, Forests and Mines,  
Toronto.

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*Appendix No. 23.*

TOWNSHIP OF GODFREY, DISTRICT OF SUDBURY.

TORONTO, ONT., March 18th, 1908.

SIR,—I have the honour to submit the following report of the survey of the township of Godfrey, in the District of Sudbury.

The subdivision of this township was begun on the 4th of November, and completed on the 21st. December, 1907.

The ground was frozen to a depth of a few inches and the lakes were all frozen over early in November, but the Mattagami River did not freeze until near the end of the same month.

All crossings and traverses were performed on the ice which facilitated matters considerably.

For descriptive purposes this township may be divided into three parts running north and south: viz.: the eastern, central and western.

(a) The eastern part consists of lots one, two and part of lot three, from the south boundary as far north as the Mattagami River.

The surface is rolling and is well drained by the Waterhen Creek and a number of small tributaries.

The soil is mostly too light for agricultural purposes, running from sand to sandy loam.

It is thickly covered with spruce, four inches to ten inches, balsam four inches to eight inches, throughout: poplar four inches to ten inches and birch three inches to seven inches on the knolls, jackpine four inches to ten inches (banksian pine) on the sandy portions and cedar three inches to nine inches along the Mattagami River.



(b) The central portion consists of lots three (part), four, five, six, seven, and part of eight, and those parts of lots one and two north of the Mattagami River.

The surface is mostly level although there are numerous portions of it that are slightly rolling.

With the exception of that in the immediate vicinity of the said Mattagami River and small portions of the southern part of the township the soil is generally a clay loam and is excellent for agricultural purposes.

It is thickly covered with spruce four inches to ten inches, balsam four inches to eight inches, throughout, with poplar four inches to twelve inches and birch three inches to seven inches, on the knolls, and cedars three inches to nine inches in the swampy portions.

(c) The western division consists of lots eight (part of), nine, ten, eleven and twelve.

The surface is rolling and rocky and is interspersed with small areas of good clay loam.

The timber generally consists of spruce, balsam and poplar, with considerable jackpine near the rocky portions and cedar in the swamps near the lakes.

A few straggling trees of white pine were seen in the western portion of the township.

The ground was all covered with snow and I found no trace of minerals of any commercial value.

The following is the record of iron posts to be found in and around this township:—

1. At the southeast corner of the township was found an iron post one and one-quarter inches in diameter marked "XVIII M," alongside the wooden post. This iron post was marked by me "Godfrey 1" on the northwest side, "Mountjoy XII" on the northeast side and "Con. 1" on the north side.

2. On the base line on the south boundary between lots six and seven was found an iron post one and one-quarter inches in diameter marked "XXI M" alongside a wooden post. This iron post was marked by me "VI" on the east side, "VII" on the west side, and "Con. 1" on the north side.

3. An iron post one and seven-eighths inches in diameter was placed one link east of the wooden post marking the southwest corner of the township and marked "Con. 1" on the north side, and "Godfrey Lot XII" on the northeast side. At a point 1.16 chains east of this iron post was found an iron post one and one-quarter inches alongside a wooden post, marked "XXIV M" on the east side.

4. On the eastern boundary of the township at a point one link south of the wooden post marking the point between concessions three and four, is an iron post one and one-quarter inches in diameter, marked "Lot 1" on the west side, "Con. III" on the southwest side, and "Con. IV" on the northwest side.

5. One link south of the wooden post marking the intersection of the concession line between concessions three and four and the side line between lots six and seven is an iron post one and one-quarter inches in diameter and marked "Con. III" on south side, "Con. IV" on north side, "Lot 6" on east side, and "Lot 7" on west side.

6. On the west boundary of the township and at a point one link north of the wooden post marking the intersection of the said boundary and the concession line between concessions three and four is planted an iron post marked "Con. III" on the southeast side, "Con. IV" on the northeast side,



and "Lot XII" on the east side. An iron post one and one-quarter inches in diameter marked "III M" on the south side was found at a point 1.99 chains north of the iron post planted by me.

7. An iron post one and seven-eighths inches in diameter was placed one link south of the wooden post marking the northeast corner of the township and marked "Godfrey" on the southwest side, "Mountjoy" on the southeast side, "Lot I." on the southwest side, "Lot XII." on the southeast side and "Con. VI." on the south side. An old iron post one and one-quarter inches in diameter alongside a wooden post was found sixty-three links west of this corner marking the southwest corner of the township of Jessop and the south-east corner of the township of Jamieson.

8. An iron post one and one-quarter inches in diameter was placed one link south of the wooden post marking the intersection of the side line between lots six and seven and the north boundary of the township.

This iron post was marked "Con. VI" on the south side and "Lot VII" on the west side, and "Lot VI" on the east side.

An old iron post was found on the said north boundary of the township alongside a wooden post at a point 1.81 chains west of said intersection.

9. An old iron post one and one-quarter inches in diameter was found at the northwest corner of the township marked "XII M" on the east side, "Jamieson, Lot 1, Con. 1" on the northeast side.

We marked this "Godfrey, Lot XII, Con. VI" on the southeast side.

#### RECORD OF MAGNETIC DECLINATIONS OBSERVED.

At the southeast corner of lot 1, Con. 1, 4th Nov. 1907—7 deg. 15 minutes W.  
Between lots eight and nine, Con. 1, 7 Nov., 1907—7 deg. 30 minutes, W.  
Between lots two and three, Con. IV, 24 Nov., 1907—8 deg. 15 minutes, W.  
East boundary, lot 1, Con. V., 12 Dec., 1907—8 deg., 45 minutes, W.  
Between lots eight and nine, Con. V., 10 Dec., 1907—8 deg. 15 minutes, W.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) T. D. GREEN,

Ontario Land Surveyor.

The Honourable, the Minister of Lands, Forests and Mines,  
Toronto.

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#### *Appendix No. 24.*

#### TOWNSHIP OF MABEE, DISTRICT OF SUDBURY.

WINCHESTER, ONTARIO, May 21st, 1908.

SIR,—In May, 1907, I was instructed to make a survey of the township of Mabee, in the District of Sudbury, and proceeded to the site of the work by way of the Mattagami River route.

I attempted to enter the township by ascending the White Caribou Head River, but found the stream so blocked by log jams that, after very hard work cutting out the logs, we were only able to navigate it for a distance of about one mile. We therefore abandoned the river and moved our camp overland.

I commenced the survey at the south-east corner of the township and ran the south boundary of both the townships of Mabee and Laidlaw, planting a post every forty chains, to its intersection with O. L. S. Speight's first meridian line, a distance of twelve miles and ninety three links. This intersection was found to be twenty-three links north of O. L. S. Speight's six-mile post.

I ran concession lines west astronomically and the section lines north astronomically planting posts at the intersection of these lines and also posts on the concession lines forty chains west of each intersection.

The half-mile posts were marked with the number of the lot on the east and west sides and with the number of the concession on the north side while the mile posts or those placed at the intersections were marked with the number of the lot on the east and west sides and with the number of the concession on the north and south sides. I planted a post at each intersection on the north boundary and then measured south fifty links and planted another post, the first forming the centre line and the second post the south limit of a road allowance.

In addition to the regular wooden posts, I planted iron posts as follows:

One at the south-west angle of the township one and seven-eighths inches in diameter, marked "Mabee" on the northeast, "Laidlaw" on the north-west, "Con. I." on the north, "XII." on the east, and "I." on the west; also one at the north-west angle of the township, one and seven-eighths inches in diameter, marked "Mabee" on the southeast, "Laidlaw" on the southwest, "R" on the north, "R" on the south. I planted an iron post one and one-quarter inches in diameter at the intersection of the line between lots six and seven with the south boundary, and marked it "Con. I." on the north, "VI." on the east, and "VII." on the west; also one of the same dimensions at the intersection of the line between lots six and seven with the line between concessions three and four and marked "Con. IV." on the north, "Con. III." on the south, "VI." on the east and "VII." on the west; also one of a similar size at the intersection of the line between lots six and seven with the south limit of the road allowance forming the north boundary of the township and marked "R" on the north, "Con. VI." on the south, "VI." on the east and "VII." on the west; also a similar iron post at the intersection of the line between concessions three and four with the west boundary of the township, and marked on the north "Con. IV.", on the south "Con. III.", and on the east "XII." I also marked the iron post, planted by O. L. S. Speight at the south-east angle of the township, with "Mabee" on the northwest, "Con. I." on the north, and "I." on the west. The post planted by O. L. S. Speight at the north-west angle of the township I marked "Mabee" on the southwest, "R" on the north and "R" on the south.

The Mattagami River enters the township of Mabee from the east and in the third concession, and keeping along the east boundary, leaves the township and enters again in the fourth concession. It finally leaves the township at the intersection of the line between concessions five and six with the east boundary. This river is here about six to seven chains wide and is deep with little current. There is no beach, the inner banks descending sharply, in many cases vertically, to the water, making a rather bad landing for canoes. The land rises up from the river to a height of about seventy-

five feet and is inclined to be rolling in the immediate vicinity of the river, but the balance of the township is for the most part level. The land is of a good quality of clay, showing some tendency to gravel on the poplar ridges, and is overlaid with muck in certain swampy sections.]

I found the upper waters of the Muskego River extending completely through the township from north to south. This is the east branch of the Muskego and is here quite small, being generally about eighty links wide. It is navigable for canoes in the second, third and fourth concessions, but south of the second concession it is blocked with alders, and north of the fourth concession are rapids and log jams. No lakes of any size were found in the township.

The timber consists chiefly of spruce, balsam, poplar, balm of gilead and birch, with some rather poor cedar. It is not heavily timbered, but there is no brule and with the exception of a few small poplar ridges, spruce is found in varying size and quality over the whole township. Much tamarac is standing over a considerable portion of the township, but it is all dead, and in many places the ground is covered with fallen tamarac. There are some large spruce, particularly along the streams.

There are no outcrops of rock in the township and we saw no minerals of any kind. The rapids in the Muskego River are full of boulders, but these did not appear to carry any minerals.

The streams were swollen by the heavy rains which continued all summer, and I was unable to determine the average summer flow, which would probably be slight in the Muskego and White Caribou Head, which are nothing more than creeks at this point.

There was little opportunity for taking observations as the weather was generally cloudy. I was only able to get four observations on Polaris while working in the township.

These were taken at elongation on the 20th and 26th of August, the 16th of September and the 8th of October.

At the beginning of the work I found the variation to be eight degrees forty minutes west, but later on the compass showed nine degrees west. My compasses were all damaged, and finally became useless altogether. It was therefore impossible to get a further determination of the variation.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) THOS. H. DUNN,  
Ontario Land Surveyor.

The Honourable, the Minister of Lands, Forests and Mines,  
Toronto.

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*Appendix No. 25.*

PART OF THE TOWNSHIP OF MAISONVILLE, DISTRICT OF NIPISSING.

NEW LISKEARD, ONTARIO, May 11th, 1908.

SIR,—In accordance with instructions dated January 2nd, 1908, I beg to present my report *re* the survey of part of the township of Maisonville.



On the evening of January 21st, 1908, I observed on Polaris at the six-mile post on O. L. S. Speight's meridian line and ran east from this point on the following morning.

I found that, included in the survey, there was some good agricultural land, some fair and some not very good.

Lots numbered five in concessions one, two and three are not very good agricultural land as they are rough and rocky.

The land lying along either side of, and from one-half to three-fourths of a mile from the creek emptying out of Lake Kapakitawewegimok, and the land east, south and west of Twin Lakes is practically good. The land about Lake Seseikinika is somewhat broken, but there are fine valleys of sandy loam soil between somewhat rocky hills.

The remainder of the township surveyed is generally very fair land, excepting an occasional rocky ridge or low flat, and is generally suited for either agricultural or dairy purposes.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) C. H. FULLERTON,  
Ontario Land Surveyor.

The Honourable, the Minister of Lands, Forests and Mines,  
Toronto.

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*Appendix No. 26.*

PART OF THE TOWNSHIP OF BENOIT, DISTRICT OF NIPISSING.

NEW LISKEARD, ONTARIO, May 1st, 1908.

SIR,—In accordance with instructions dated January 2nd, 1908, *re* the survey of parts of the townships of Maisonville and Benoit, I herewith beg to present my returns of the township of Benoit.

In addition to the area specified in the instructions, I included in the survey the following:—Lots numbered eleven and twelve in the first and second concessions, lots numbered six and ten in the third concession, and lot numbered six in the fourth, fifth and sixth concessions, or nine lots in all.

I found the land and the timber somewhat better than in the township of Maisonville to the south of it. In the northern portion of the township the timber on the whole is quite large and valuable for pulp wood, and the land is of first-class quality, in fact, almost all the land in this township included in the survey will, I have no doubt, be well suited for agricultural and dairy purposes. There was no red or white pine encountered in this township.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) C. H. FULLERTON,  
Ontario Land Surveyor.

The Honourable, the Minister of Lands, Forests and Mines,  
Toronto.



*Appendix No. 27.*

## GILLIES TIMBER BERTH, DISTRICT OF NIPISSING.

NEW LISKEARD, ONTARIO, October 11th, 1908.

SIR,—I beg to report that I have completed the sub-division of the Gillies Timber Berth into mile blocks, according to instructions dated June 2nd, 1908.

The survey was commenced on the 6th of June at the south-west angle of lot two, in the third concession of the township of Coleman, where an observation was taken. The east and west lines were all run west from the easterly limit of the sub-division, except the three most southerly lines which were run as follows:—The southerly boundary of Blocks 75, 76, 77, 78 was run east and west from the south-east angle of Block 76, the southerly boundary of Blocks 83, 84 and 85 was run east and west from the south-east angle of Block 84, the southerly boundary of Blocks 90, 91 and 92 was run east and west from the south-east angle of Block 92, the southerly boundary of Blocks 94, 95 and 96 was run east and west from the south-east angle of Block 96, the southerly boundary of Blocks 80, 81 and 82 was run east and west from the south-east angle of Block 82, the southerly boundary of Blocks 88 and 89 was run east and west from the south-east angle of Block 89.

The north and south lines were all run north and south from the line which was produced west from the point of commencement with the exception of the four most westerly lines which were run as follows:—The westerly boundary of Blocks 12, 20, 28, 38, 49, 59, 68, 77, and 85 was run north and south from the south-west angle of Block 12; the westerly boundary of Blocks 39, 50, 60 and 69 was run north and south from the south-west angle of Block 39, the westerly boundary of Blocks 30, 40 and 51 was run north and south from the southwest angle of Block 30, the westerly boundary of Block 41, was run south from the northwest angle of Block 41.

The east boundary of the sub-division which is part of the west boundary of the township of Lorrain was well opened up, chained, blazed and posted every ten chains.

The north boundary of the sub-division which is the westerly production of the line between concessions three and four in the township of Coleman, was well opened up, blazed and posted every ten chains.

The northeast boundary of the sub-division which is part of the northeast boundary of the Gillies Timber Berth, was well opened up, blazed and posted where the east and west lines of a ten-chain block would intersect the boundaries.

The northwest boundary of the sub-division, which is also part of the northwest boundary of the Gillies Timber Berth, was well opened up, blazed and posted where the east and west lines of a ten-chain block would intersect the boundaries.

The southwesterly boundary of the sub-division which is also the southwesterly boundary of the Gillies Timber Berth, was well opened up, blazed and posted, where the east and west lines of a ten-chain block would intersect the boundaries.

The southeasterly boundary of Blocks 87 and 79, which is also part of the southeasterly boundary of the Gillies Timber Berth, was well opened up, blazed and posted where the north and south lines of a ten-chain block would intersect the boundaries.

The southeasterly boundary of Blocks 93, 94 and 97, which is also part of the southeasterly boundary of the Gillies Timber Berth, was well opened up, blazed and posted where the east and west lines of a ten-chain block would intersect the boundaries.

At the corner of each block was planted an iron post (a tube) one and one-quarter inches in diameter, three feet long, forged at the top, pointed at the bottom and painted red, which was marked with a cold chisel on the side facing the block with the number thereof. Each iron post was planted beside a wooden post not less than six inches square similarly marked, and where it was possible a cairn of stones was built around the posts.

On the north and south limit of each block were planted wooden posts at the end of each ten chains not less than five inches square and marked on the east side, one, two, three, four, five, six and seven in Roman numerals, being the distance said posts are off the southeast or northeast angle of each regular block.

On the north and south lines similar posts were planted at the end of each ten chains, numbered on the south side of the above.

Posts not less than five inches square were planted at the intersections of all lines with the shores of all lakes and the Montreal River, where the ten-chain posts would have fallen within the lake or river, the same being marked "W.P." on the side facing the point where the post would have fallen, the chainages of which are all given in the field notes.

A careful traverse was made of the Montreal River and of all lakes found within the limits of the sub-division by triangulations and by using carefully adjusted stadia and a graduated rod.

Bearing trees were marked to the posts planted at each angle of the blocks also a bearing tree to the half mile or No. four post on each side of the blocks. Bearing trees were marked "B.T." on the side facing the post.

All lines were well opened up, blazed and posted, the trees being blazed with three blazes each, two in the direction in which the line is running and one on the side on which the line passes.

In running the lines great care was taken to destroy as little timber as possible, and if a line struck a valuable pine tree the same was offset in order to get past it.

The right of way of the Temiskaming and Northern Ontario Railway was located through the limit, also the outlines of the different water power locations and of mining location J. S. 32, and of mill locations J. S. 25 and J. S. 26.

Frequent astronomical observations were made during the course of the survey a few of which are found recorded in the field notes.

The survey of this work on the ground was completed on the 3rd of September, 1908. During the progress of the work sketch plans showing the lines as run with the measurements made on the ground together with all traverses of lakes etc., were given to the Provincial Geologists who accompanied my party.

The magnetic variation was found to be very irregular, and where observed for a whole mile it was very seldom found to be constant.

The blocks were numbered from the east boundary of the subdivision to the west commencing at the northeast angle thereof.

### GENERAL FEATURES.

The greater part of the berth is covered with high rocky ridges intercepted by valleys in which there is usually found a lake or a stream of water, the surface being covered with timber and underbrush.

### TIMBER.

Large white and red pine originally covered the greater part of this timber berth, the most of which has, however, been cut off, leaving a still very valuable growth of smaller and apparently very healthy red and white pine, spruce, cedar, poplar, etc. There are portions on the northeast and south parts which still contain some exceptionally good large white and red pine. Along some of the ridges were found some valuable large bird's-eye maple and birch. Some fair sized ash trees were met with about the centre of the berth.

### SOIL.

There seems to be no great depth of soil in any part except in the valleys and on a few clay and sandy ridges. This area is not suited for agricultural purposes except in a few scattered points.

### WATER AND WATER POWERS.

The Montreal River flows through the berth from northwest to southeast, the average breadth of which is about two hundred and fifty feet and depth varying from two to forty feet. Its immediate banks rise to an average height of about ten feet above low water, but at a short distance from the shores the hills often rise to an elevation of several hundred feet. There are several water powers on this river, which may be described as follows:

(1) Hound Chute with a natural fall of sixteen feet, (2) Ragged Chutes with a natural fall of thirty-seven feet, (3) Fountain Falls with a natural fall of sixteen feet. There are two rapids known as Red Pine and Long Rapids, both of which are dangerous for canoes. The river is generally considered to be treacherous and many drownings have occurred in its waters.

The discharge of the river at low water is one thousand cubic feet per second.

Numerous small and large lakes were found within the subdivision, the waters of which were clear and apparently good.

### MINERALS AND GEOLOGY.

The Provincial Geologist, I believe, is making a complete and exhaustive report on these subjects which will no doubt appear as soon as possible.

### GAME.

Moose, red deer, bear, wolves, beavers, foxes, musk-rats and mink were occasionally seen. Pike, bass and trout were found in the Montreal River and in many of the lakes.

### FOREST FIRES.

In the early part of July a fierce forest fire raged in the west part of the sub-division adjoining the township of Lorrain, which had apparently orig-



inated in the mining region south of Lorrain. Other small fires occurred at different times the origin of which is doubtful, as several prospectors or hunters were seen at different times during the survey within the subdivision.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) JAMES H. SMITH,

Ontario Land Surveyor..

The Honourable, the Minister of Lands, Forests and Mines,  
Toronto.

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*Appendix No. 28.*

TOWNSHIP OUTLINES IN THE VICINITY OF NIGHT HAWK LAKE, IN THE  
DISTRICTS OF SUDBURY AND NIPISSING.

PETERBOROUGH, ONT., November 25th, 1908.

SIR,—I have the honour to submit the following report on the survey of certain township outlines in the vicinity of Night Hawk Lake in the Districts of Sudbury and Nipissing, surveyed by me under instructions from your Department dated August 5th, 1908.

As instructed I commenced the survey at the southwest angle of the township of Whitney, and after getting the necessary observations at this point, I ran the west boundary of the township of Shaw due south astronomically six miles planting durable posts at the end of each mile, marking them as instructed. At the end of the sixth mile I procured another observation for azimuth and from this point ran due east astronomically, five miles, seventy-nine chains and sixty-two links, where I intersected the line between the Districts of Sudbury and Nipissing at a point sixty-nine links north of the one hundred and fourteen mile post.

The west and south boundaries of the township of Shaw pass over a rolling country timbered with spruce, birch, cedar, and balsam of average size and quality. Considerable windfall and alder are also met with and although there are some fair flats of land along these lines, for the greater part of the country it is rough and rocky and as a general rule underlaid with drift boulders.

From what I have seen of the township of Shaw I would consider it entirely unfit for settlement.]

After completing the above work, I proceeded to the one hundred and eight mile post on the line between the Districts of Sudbury and Nipissing, and after having taken the necessary observations at this point, I ran east astronomically on six mile chords, the line which marks the southerly limit of the townships of Langmuir, Blackstock and part of Timmins, planting durable posts at the end of each mile marked as per instructions.

At twelve miles, five chains and fifty-two links I intersected O. L. S. Galbraith's meridian line at a point twenty links south of his six mile posts, and at a point three miles, forty-one chains and forty links east of O. L. S. Galbraith's meridian the line terminates at a small lake which forms part of



the Hudson Bay Company's old canoe route between the Montreal River and Night Hawk Lake.

I found the country traversed by the south boundaries of Langmuir, Blackstock and Timmins rough and rocky. The timber consists chiefly of spruce, banksian pine, birch, cedar and balsam up to fourteen inches in diameter and of a fair quality, with willow and alder underbrush and considerable windfall. A few good white pine of about twelve inches in diameter were noticed at about sixty chains east of the District line. Many small clumps of white pine were also noticed around the shores of Night Hawk Lake. A brule of recent date but of small extent occurs on the third and fourth miles of the south boundary of Blackstock and along the last mile of the south boundary of Timmins is a brule of old standing.

Two streams of considerable importance flowing into Night Hawk Lake cross the line, Night Hawk River, on the fourth mile of the south boundary of the township of Langmuir, and White Fish River on the second mile of the south boundary of Blackstock, the average width of these streams is about one chain, while the depth varies from a few inches to many feet.

[Along this whole line very little agricultural land is seen and I am sorry to report that from my observations I consider the townships of Langmuir, Blackstock and Timmins entirely unfit for settlement.]

While I saw no mineral along the line, I would conclude from the almost constant fluctuations of the needle that this locality is fairly rich in magnetic iron.

Many prospectors were met in this locality, some of them had staked several claims and done considerable work. I found, however, that owing to the want of recognized surveys in this vicinity, many of the prospectors were completely at sea with regard to the location of their claims.

I beg respectfully to suggest to your Department the necessity of putting into force some more effective regulations with regard to the starting and putting out of camp fires by prospectors, the great majority of whom are not bushmen.

I was called upon during the summer to extinguish several of these fires in the incipient stage, and after a rather long experience in the bush, I have come to the conclusion, owing to the rich discoveries of mineral that are being made almost daily and to the opening up of this great northern country by the construction of the Temiskaming and Northern Ontario and Grand Trunk Pacific Railways, that nothing short of a regular police patrol of picked bushmen (men selected only with an eye to their fitness for the work) and armed with ample authority, can save this immense forest wealth of the Province.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) J. W. FITZGERALD,

Ontario Land Surveyor.

The Honourable, the Minister of Lands, Forests and Mines,  
TORONTO.

*Appendix No. 29.*

## ADDITION TO THE TOWN PLOT OF SMYTH, DISTRICT OF NIPISSING.

NEW LISKEARD, ONT., December 5th, 1908.

SIR,—In accordance with your instructions dated the 5th day of October, 1908, I have made the survey of the addition to the Town Plot of Smyth, and herewith present my report,

I find that while the town plot previously surveyed is an ideal one for a town site, the extension is fully as good, the land is high, level and dry and on the whole the streets will be quite easy to make.

Portions of the site have been burnt over and comparatively little difficulty will be experienced in clearing either streets or lots.

I also find that owing to the finding of silver in the locality and also in the vicinity of Miller and Gowganda Lakes, there is a great influx of people in that neighbourhood, many of whom will no doubt remain.

Accompanying herewith is a plan with copy of the survey with field notes and all the other necessary documents duly signed, all of which is respectfully submitted.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) C. H. FULLERTON,  
Ontario Land Surveyor.

The Honourable, the Minister of Lands, Forests and Mines,  
TORONTO.

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LIST OF LOTS.

All the lots are level and particularly unbroken, except as follows:—  
372, 373, 156, 157, 158, 159, 226, 225, 224, 223, 231, 222, 232, 233, 234, 235, all crossed by ravine containing small creeks, banks of ravine being about fifteen feet.

187, 267 broken.

269, 270 broken by ravine.

327, 343, 354, 336, 337, all somewhat broken.

277, 276, broken by ravine.

270, 271, 272, have abrupt fronts.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) C. H. FULLERTON,  
Ontario Land Surveyor.

The Honourable, the Minister of Lands, Forests and Mines,  
TORONTO.

*(Appendix No. 30.)*

## TOWN PLOT IN THE TOWNSHIP OF BROWER, DISTRICT OF NIPISSING.

NEW LISKEARD, ONT., December 23rd. 1908.

SIR,—In accordance with your instructions dated July 30th, 1908, I have made a survey of a town plot in township lots four and five, in the fourth concession of the township of Brower, on the Abitibi River in the district of Nipissing, where the same is crossed by the National Transcontinental Railway, and herewith present my report.

I have made a plan of the said survey on a scale of two hundred feet to the inch, and have also made a linen copy, both of which I have forwarded to you.

I have also compiled field notes of the survey and have made a list shewing the character of the lots, I have also made a list of the buildings, with their location, size, approximate value, and the name of the owner or occupant in each case, all of which are herewith presented.

The spot is an ideal one for a town site, the banks of the river are high and the town plot is quite elevated and dry. There is a splendid view up and down the river and it will no doubt be a very suitable place for saw mills and other mills depending upon the timber products.

For buildings for public purposes, lots nineteen to twenty-seven inclusive, on North Victoria Street would be the most suitable, in my opinion to be reserved, being situated about the centre of the town plot as subdivided, and of a character quite suitable generally for building upon. Lots ten to eighteen inclusive on both sides of Victoria Street would be very suitable for park purposes.

Opposite lots sixteen to twenty-four inclusive on either or both Abitibi Avenue or River Street would be suitable sites for docks and landings.

I also present oaths of chainbearers, pay list, account and the other documents required.

All of which is respectfully submitted.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) C. H. FULLERTON,

Ontario Land Surveyor.

The Honourable, The Minister of Lands, Forests and Mines,  
Toronto.

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*(Appendix No. 31.)*

## TOWNSHIP OF BONIS, DISTRICT OF NIPISSING.

DELTA, ONT., November 25th, 1908.

SIR,—I have the honour to submit the following report on the survey of the township of Bonis, in the District of Nipissing, in accordance with your instructions, dated the 23rd day of May, A. D. 1908.



This township is bounded on the west by the township of Steele, on the south by the township of Berry, and on the east and north sides by the unsurveyed lands of the Crown. I found that the west boundary of my township had been run this season by O.L.S., Herbert Beatty, and according to his chainage, the southwest corner of this township would be where the line between concessions A and B of the township of Steele intersected his east boundary.

I therefore started from his post between these concessions and established my south boundary by running a chord of latitude due east astronomically a distance of six miles, planting posts every forty chains and marking them for the respective lots.

From the easterly end of this chord I ran a line due north astronomically to intersection with base lines run by O.L.S. Patten last year, which forms the north boundary of this township.

The subdivision of the township was then performed in accordance with instructions.

The side lines between lots two and three, four and five, six and seven, eight and nine, and between ten and eleven were run due north astronomically from the posts planted on the south boundary, and the concession lines were run east and west astronomically as the work progressed with a depth of eighty chains as near as practicable.

The result being set forth in detail in the field notes. All posts were made from the most durable wood available, marked with a marking iron and firmly planted in the ground.

At the southwest corner I planted an iron bar one and seven-eighths inches in diameter, and as this is also the northwest corner of the township of Berry, I marked it "Con. 1" on the northside, "Bonis" on the northeast, "XII." on the east, "Berry" on the southeast, and "Con VI." on the south side. I also planted a bar one and seven-eighths inches in diameter at the southeast corner of the township, and it being the northeast corner of the township of Berry, I marked it "Con. VI." on the south side. "Berry" on southwest, "I." on west, "Bonis" on northwest and "Con. 1" at north side, and a similar bar at the northeast corner of the township marked "Con. VI." on south side, "Bonis" on southwest and "I." on the west side, and at the northwest corner I planted another marked "Con. VI." on south, "Bonis" on southeast, and "XII." on east side.

I planted iron bars one and one-quarter inches in diameter at the following places; on the line between lots six and seven at its intersection with the south boundary marked "VI." on east, "Con. I." on north, "VII." on west, and "Con. VI." on south side; at its intersection with line between concessions three and four, marked "Con. III." on south, "VI." on east, "Con. IV." on north and "VII." on west side; and at its intersection with the north boundary marked "Con. VI." on south, "VI." on east, and "VII." on west side; on the line between concessions three and four at its intersection with the east boundary marked "Con. III." on south, "I." on west and "Con. IV." on north side; and at its intersection with west boundary marked "Con. III." on south, "XII." on east, and "Con. IV." on north side.

Observations for azimuth were frequently taken to check bearings of lines, the magnetic variation being about nine and one-half degrees west of the astronomic north.

The National Transcontinental Railway now under construction runs through this township, crossing the east boundary in concession two and the



west boundary in concession four, and will assist materially in the future development of this township.

The surface is fairly level with sufficient fall towards the large creeks to be easily drained, but at present a large part of it is wet and swampy. The soil is a good clay loam, and is well adapted for agricultural purposes.

The only timber of any commercial value is spruce, and it is small in diameter and only suitable for pulpwood.]

No traces of economic minerals were seen and there are no water powers in this township.

Fish and game are conspicuous only by their absence. At present the spruce pulpwood is the chief asset of this township, but I have no doubt that the construction of the railway will be quickly followed by the establishment of a prosperous farming community.

Accompanying this report are a general plan, timber plan, and field notes.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) WALTER BEATTY,

Ontario Land Surveyor.

The Honourable, The Minister of Lands, Forests and Mines,  
Toronto.

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(Appendix No. 32.)

TOWNSHIP OF BERRY, DISTRICT OF NIPISSING.

DELTA, ONT., November 25th, 1908.

SIR,—I have the honour to submit the following report of the survey of the township of Berry, in the District of Nipissing, performed under your instructions dated the 23rd day of May, 1908.

This township is bounded on the north by the township of Bonis, surveyed by me this summer, on the east and south sides by the unsurveyed lands of the Crown, and on the west by Lower Abitibi Lake and concession A of the township of Steele. Having surveyed the south boundary of Bonis as reported already, I established my east boundary by running a line due south astronomically from the southeast corner of the township of Bonis. I then ran side lines between lots two and three, four and five, six and seven and eight and nine, from posts planted on south boundary of Bonis, due south astronomically, and from these meridians the concessions were run east and west astronomically as the work progressed, so as to make each concession eighty chains in depth approximately, the sub-division being performed in accordance with instructions, and the results shown on plan and in field notes. Posts were planted firmly in the ground, properly marked, at the proper points, the most durable wood available being used. Sufficient observations for azimuth were taken to check bearings of lines, the magnetic variation being about nine and one-half degrees west of the true meridian.

The iron posts planted on the south boundary of Bonis suited for the adjacent corners on the north boundary of this township, and I have already reported them in my returns for the former township.

I planted iron bars one and seven-eighths inches in diameter at the south-east and southwest corners of the township, the former being marked "Con. I." on the north, "Berry" on the northwest and "I." on the west side, the latter marked "X." on the east, "Berry" on northeast and "Con. I." on north side. I planted iron bars one and one-quarter inches in diameter at the following places, at the intersection of line between lots six and seven with the south boundary, marked "VI." on east, "Con. I." on north and "VII." on west side; and on the line between concessions three and four at its intersection with the east boundary marked "Con. III." on south, "I." on west, and "Con. IV." on north side; at its intersection with line between lots six and seven marked "VI." on east, "Con. IV." on north, "VII." on west and "Con. III." on south side; and at its intersection with shore line of Lake Abitibi marked "Lot VIII., Con. IV." on north side and "Lot IX., Con. III." on south side.

The surface of the township is level or gently undulating, excepting a strip from half a mile to a mile in depth along Lake Abitibi, through concessions one, two, three, and four, this strip being rough and broken with occasional outcrops of rock.

Aylen River crosses the north boundary near the middle of lot three, and flows in a southwesterly direction into Lake Abitibi. It is a very sluggish stream after the spring floods run off, and is navigable by canoes until on in September, when the water in the lake begins to get pretty low. There are only four small lakes in this township and a few small ponds, and that part of the township lying east of line between lots four and five is very level and swampy, the timber being mostly small spruce. The only timber of commercial value is spruce suitable for pulpwood. In the hilly portions and along the banks of the creeks the timber is spruce, balsam, and poplar with scattered white birch and banksian pine, all averaging from six to twelve inches in diameter.

The soil is good clay loam and will be easily cleared for agricultural purposes, and owing to the National Trans-continental Railway passing a couple of miles to the north of this township it should soon be settled and cleared.

Fish and game are very scarce, the only portion of the township in which evidence of presence of moose was noted, was around a small lake in the southwest corner of the township.

Accompanying this report are a general plan, timber plan, and field notes.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) WALTER BEATTY,  
Ontario Land Surveyor.

The Honourable, The Minister of Lands, Forests and Mines,  
Toronto.

*(Appendix No. 33.)*

## TOWNSHIP OF STEELE, DISTRICT OF NIPISSING.

EGANVILLE, ONT., December 3rd, 1908.

SIR,—I have the honour to report that in accordance with your instructions dated the 29th day of May, 1908, I have completed the survey of the township of Steele in the District of Nipissing.

This township is bounded on the south by Lower Abitibi Lake, on the east by the township of Bonis and the unsurveyed lands of the Crown; on the north by unsurveyed lands, and on the west by unsurveyed lands and the township of Purvis.

The base line, run by O.L.S. Patten last summer is the front of concession one of this township, and his fourth mile post being the most convenient point to reach from Lake Abitibi, I went to it and commenced the subdivision work by running a line south to the lake and north through the various concessions as a base for my work, making the concessions eighty chains in depth and the lots forty chains in width as near as was practicable. The township of Purvis formed the west boundary through concessions D., E., F. and G., and I ran a line due north astronomically from the northeast corner of this township for the remainder of said boundary. The east boundary was run from Patten's six mile post south astronomically to the shore of the lake and north astronomically to intersection with the north boundary. The subdivision of township was carried out in accordance with instructions, the meridians being projected from Patten's base line, south to the lake and north through the township, the concession lines being run east and west astronomically. Posts of the most durable wood available were planted at the corners of the lots, and where ground was rocky and posts could not be well driven into the ground, stones were piled around them.

Frequent observations for azimuth were taken, the magnetic variation being about nine and three-quarter degrees west.

I planted an iron bar one and seven-eighths inches in diameter at southeast corner of my township marked "I." on west, "Con. A." on north and "Steele" on northwest side. To the one and seven-eighth inch iron bar, beside Patten's six mile post I added "Con. I." on north, "I." on west and "Con. G." on south side. I also planted one and seven-eighth inch iron bars at the northeast and northwest corners of my township, the former marked "Con. VI." on south, "Steele" on southwest and "I." on west side, the latter marked "Con. VI." on south, "Steele" on southeast and "XII." on east side, and I planted a similar bar at the southwest corner of the township, marked "XII." on east, "Steele" on northeast and "Con. D." on north side. This post was planted alongside wooden post planted by O.L.S. Patten last year.

I planted iron bars one and one-quarter inches in diameter at the following places, on the line between lots six and seven, at its intersection with shore line of Abitibi Lake, marked "VI." on east, "VII." on west and "Con. E." on north, at its intersection with line between concessions three and four marked "Con. III." on south, "VI." on east, "Con. IV." on north side and "VII." on west, and at its intersection with north boundary marked "Con. VI." on south, "VI." on east and "VII." on west side; also on line between concessions three and four, at its intersection with east boundary marked "Con. III." on south, "I." on west and "Con. IV." on north, and at its intersection with west boundary, marked "Con. IV." on north, "XII." on east and "Con. III." on south.



The surface of that part of this township lying north of the line between concessions two and three is rolling and broken as a whole, while some of it is very hilly, and is not of any value for agricultural purposes, the soil being mostly sandy, mixed with stones and rock, and a considerable percentage of it has been burned over in the last few years.

The timber is small and not of any commercial value, while the remainder of the township is either level or gently undulating, with numerous small creeks which will afford excellent drainage facilities, the soil being a rich clay loam, suitable for agricultural purposes, the timber being spruce suitable for pulpwood, standing very thick but none of it is of large dimensions. along the banks of the larger creeks and on the higher knolls scattered bank-sian pine and spruce are found from eight to fourteen inches in diameter, but the construction of the railway will require a large percentage of supply of large timber. The majority of the lots have a valuable asset in their supply of spruce pulpwood. Outcrops of rock occur generally speaking in the easterly portion of the township and it appears to have been overrun by prospectors who staked out a number of claims, but all of these seem to have been abandoned with the exceptions of B.G. 189, in Concession C. where men were engaged sinking a shaft this summer. The Bureau of Mines had a party making geological survey on Lake Abitibi this summer and will doubtless report fully on the mineral resources of this township.

The National Trans-continental Railway now under construction runs through this township, and should add materially to the value of the land, as the settlers will by its aid have access to markets for their pulpwood, thereby more than paying for the cost of clearing their land.

Residency 5 of the Engineering Staff of the railway is located on lot 5, concession E., and the buildings erected there, the partially cleared right of way of the railway and the mining operations on B.G. 189 are the only evidences of occupation in this township.

There are no navigable streams or water powers, and only three fair sized lakes in this township, but it is well drained by numerous small creeks. The larger portion of the township drains southerly into South East Bay of Lake Abitibi, the remainder draining in a northwesterly direction, with an outlet into the lake through the township of Purvis.

Lake Abitibi which forms the south boundary of the township is very shallow with low shores, and is only navigable by flat bottomed or shallow vessels.

Game of any kind is very scarce. Indications of the presence of moose were seen round the lake on lots six and seven, concessions five and six, and occasional tracks along the shore of Lake Abitibi.

Taken as a whole I believe that fifty per cent. of this township is suitable for agricultural purposes, and I have no doubt that the construction of the railway will quickly be followed by settlers, and that that portion of the township south of concession three will develop into a prosperous agricultural community.

Accompanying this report are a general plan, timber plan, field notes, and the customary affidavits.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) HERBERT J. BEATTY,

Ontario Land Surveyor.

The Honourable, The Minister of Lands, Forests and Mines,  
Toronto.



*Appendix No. 34.*TOWNSHIP OUTLINES IN THE TEMAGAMI FOREST RESERVE, DISTRICT OF  
NIPISSING.

TORONTO, ONT., November 30th, 1908.

SIR,—I have the honour to submit the following report upon the survey of certain township outlines to the east of the east branch of the Montreal River in the Temagami Forest Reserve, made by me under instructions from your Department, dated the 27th day of May, 1908.

Leaving Latchford on the tenth day of June with my party and outfit I proceeded via the Montreal River to the field and commenced operations in due course. The first meridian line was run due south from a point six miles due west of the northwest angle of the township of Farr and forms the eastern boundary of the townships of Morel, Haultain, Nichol, Charters and Donovan. The second meridian line was run north from a point six miles due west from the southwest angle of the township of Rorke and forms the eastern boundary of the townships of Gamble, Brewster, Corkill, Lawson, Chown and Shillington.

Base lines were run six miles east and six miles west from the northwest angles of the townships of McGiffin and Trethewey, in other cases were produced west from points established last year.

Three of these were produced westerly to the east branch of the Montreal River, as follows:—

The north boundary of the township of Morel intersecting at Sisseney Lake, the north boundary of the township of Nichol at Burk Lake and the south boundary of the township of Donovan at Smooth Water Lake.

From the last mentioned intersection I connected by triangulation across Smooth Water Lake with P. L. S. Sinclair's one mile point on his survey of the east branch of Montreal River made in 1867, where I found an eight inch red pine blazed on four sides and a few feet away on another red pine, the name "D. SINCLAIR, P.L.S." (date) cut in and although somewhat charred by fire since placed there, was still quite distinct, the date alone being indistinct.

Good substantial squared wooden posts were planted at every mile throughout the survey, excepting where such point came within a lake or river, in such cases a witness post was planted at the shore with the proper chainage inscribed thereon. The mile posts were all properly marked with the mileage, numbered from the east and south from 1 M. to 6 M. for each township boundary.

Iron posts one and one-quarter inches in diameter were planted in addition to the wooden posts, at township corners and also at the intersections before mentioned at Smooth Water and Burk Lakes on the east branch of the Montreal River

## PHYSICAL FEATURES.

In general the surface of the country traversed is very broken and rough, high hills, with rock surface succeed each other with marked regularity as the country is travelled from east to west. The watershed towards the east branch does not extend more than two miles to the east.

The headwaters of the southwest branch of Bear Creek, Stony Creek and north branch of Lady Evelyn River are situated within the township of Corkill where a number of small spring lakes and ponds were found.

The largest valley noticed was that through which the east branch flows in a very winding course in the township of Charters and Nichol, being from one to two miles wide. The banks of the stream are of good clay loam. The soil in general throughout the country is sandy with loose rounded boulders, but the country rock is not very deep below the surface, even in the swampy tracts.

#### TIMBER.

The different kinds of forest trees which are found growing in any quantities are jack or banksian pine, birch, spruce, poplar, balsam, cedar and red and white pine. The fires which swept over that country years ago seem to have burnt in small areas and at different times, especially is this noticeable in the southern part, where small second growth jack pine, birch, poplar, will be found on one ridge, while the next will be covered with the same kind of trees averaging from six to sixteen inches in diameter. In general terms I would describe the forest which has survived the fires within the past semi-centenary as consisting of banksian pine, spruce, poplar, balsam, birch and cedar, averaging from eight to sixteen inches in diameter. Also small bunches of red and white pine in the townships of Charters, Donovan, Gamble, Brewster, Trethewey and McGiffin from ten to thirty inches in diameter. That of more recent growth consists of banksian pine, spruce, balsam, birch and poplar, varying in size up to eight inches and thickly studding the surface.

During the past season a large tract of country was burnt over adjoining Stony Lake, Bloom Lake, Miller Lake, Lost Lake, Gowganda Lake, Obuskong Lake, and along the water routes joining these lakes, and while no great quantity of valuable timber was destroyed, one of the finest and most attractive canoe routes in northern Ontario has been disfigured. No fires occurred to my knowledge during the season south of this one throughout my work.

...

#### WATER AND WATER POWERS.

Very few rain falls during the past summer caused the creeks to become very shallow and canoeing on the upper waters of the streams met with was difficult. Old portages were cleaned up where occasion required their use and several new ones were cut out. Big Bear or Macobe Lake is the largest body of water within this season's work, being over eight miles long and three wide.

There are no falls or rapids within the territory attractive for water power development.

#### ROCK FORMATION.

The northern part of this territory has been investigated closely by the Department of Mines; in the southern portion quartzite extends throughout with here and there small dykes of diabase.

## GAME.

A large number of Moose were seen during the work in the Lady Evelyn River country. Also signs of bear, and several instances of fresh beaver work. Wolves were also heard on several occasions within short range of camp.

Not many fish were caught in the lakes or streams, pickerel, pike, bass and trout being the varieties seen.

Accompanying this report I submit plan, field notes, affidavits and accounts.

I have the honour to be, Sir,

Your obedient servant

(Signed) L. V. RORKE,

Ontario Land Surveyor.

The Honourable, The Minister of Lands, Forests and Mines,  
Toronto.

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*Appendix No. 35.*

BASE AND MERIDIAN LINES, DISTRICT OF ALGOMA.

LITTLE CURRENT, ONT., December 22, 1908.

SIR,—I have the honour to submit to you the following report on the survey of base and meridian lines, which form boundaries of timber berths C, D, H, G, K, L, O, P, S and T, each six miles square, on the Mississaga, Sable, and west branch of the Spanish Rivers, in the District of Algoma, under instructions from your Department dated Toronto, May 28th, 1908.

Leaving Little Current on 2nd July, I proceeded by way of the Canadian Pacific Railway to Biscotasing, where I outfitted and procured guides, thence continuing by canoe route to Bark Lake on the Mississaga River in Berth T, where I arrived on the evening of 11th of July.

On 13th of July I commenced the work by running east astronomically, the first base line from O. L. S. Niven's twelve mile post on his meridian which was run in 1901. The base was run continuously for twenty-four miles and some chains to the fifth mile on the north limit of Berth D, when further work on it was stopped by bush fire.

The second base was also run east astronomically, continuously from the six mile post on the said meridian run by O. L. S. Niven about thirty miles to its intersection with O. L. S. Beatty's meridian, at a point five chains and twenty-nine links south of where his meridian intersects the south shore of Sinaminda Lake. Reckoning from Beatty's chainage to this lake, this intersection of second base with said Beatty's meridian is nineteen chains and ninety links north of his six mile post. An unsuccessful search was made for this post.

The first, second and third meridians were run south astronomically, from the first base at intervals of six miles (the first meridian starting from the first base at a point six miles east of the said Niven's meridian, the second meridian at a point twelve miles east of the said Niven's meridian, and



so forth) continuously to their intersection with O. L. S. Niven's base. The fourth meridian was also run south astronomically from the first base for two miles and some chains, when we were again driven back by the fire. From near the proper point on the second base due allowance having been made for convergence of meridians. The fourth meridian was then run south astronomically to its intersection with the said base run by O. L. S. Niven. Then from the said point on the second base it was run north astronomically three miles and some chains across Mozhabong Lake, where we again met the fire. Seeing that there was little probability of the fire being put out, we abandoned the work on the 21st of September. All lines were well cut out and blazed on the side of the trees facing the line, also on those sides in the direction in which the lines were running.

At every mile a wooden post six inches square was planted, except in a few instances where large enough timber could not be obtained conveniently, smaller ones were placed. On the base lines the posts were marked in Roman numerals on the east side, the number of miles reckoning from the northeast corner of the berth, and on the meridians the number of miles was marked on the south side reckoning from the southeast corner. At the berth corners an iron tube one and one-quarter inches in diameter, three feet long, pointed and forged at the top to exclude rain, was also planted beside the wooden post. On both these posts were marked the berth letters on the sides facing the respective berths.

Where a mile came in a lake a post was planted on the nearest shore with the miles and chains marked on it.

The timber is mostly jack pine from six to fifteen inches in diameter, while spruce from six to twelve inches, white birch from six to ten inches, balsam from six to twelve inches. In some places there is poplar from four to twelve inches. On the southerly nine miles of the first meridian there is considerable white and red pine of the best quality, and from fifteen to twenty-six and thirty inches in diameter. The south half of Berth O. also the southwest quarter of K. is probably well timbered with white and red pine of the above dimensions. No other large areas of red and white pine were seen, it occurs more or less scattered on the other berths.

On Berths S. and T. there are clumps of red and white pine of fair size and quality which have escaped the fire which swept those berths, also the northwest quarter of P., some years ago. The greater part of the country is heavily timbered, in a few places there is gool sized cedar, but shaky at the butt. Along the north limit of T. considerable cedar was found. In some sections there is a scrubby soft maple. There is also some ash along the streams.

In Berth L. there is a belt of the old brule from one to two miles wide, which extends from near the northwest corner southeasterly through the berth, and projects three square miles into the northeast corner of K. There is also a small belt of it along the first, second and third miles on the line between H. and D. This brule is covered with a dense growth of jack pine, spruce and white birch about three inches thick, which made it very tedious work to cut a line through.

The accompanying timber map shows in colours the distribution of the different timbers and brule.

The rock is all red granite, and the soil a rich, sandy loam, but so badly broken with rock, boulders and gravel as to be unfitted for anything but timber.

There are apparently no minerals.



The country is very hilly and in places mountainous. The hills follow mostly a northerly and southerly course, and are from forty to one hundred and fifty feet high.

The Mississaga River flows out of Bark Lake near the west limit of T. Near the east limit of O. a considerable stream flows south and empties probably into the Sable waters. It probably could be used for driving timber. The west branch of the Spanish River flows southeasterly through Berths L. H. and G. It has a good current and is from thirty to forty feet wide and from two to three feet deep, and navigable for canoes.

There are a great many lakes which form excellent canoe routes. Bark Lake which extends through a great portion of Berths S. and T. is particularly attractive to the tourist, partly on account of the timber on its shores not being killed by the raising and lowering of its waters in lumbering, which is the case on Mozhabong Lake.

There are a great many moose and red deer, also wolves and a fair amount of smaller game. There is plenty of fish in Bark and Mozhabong Lakes.

The magnetic variation ranged mostly from four degrees to five degrees, and was very steady.

Great care was taken to extinguish all fires, and a reliable man was instructed as his particular duty to see that this was done.

The lines were run with a six inch solar and a transit. Observations for the meridian were taken on Polaris, and the bearing of the solar lines checked.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) T. J. PATTEN,  
Ontario Land Surveyor.

The Honourable, The Minister of Lands, Forests and Mines,  
Toronto.

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*Appendix No. 36.*

BASE AND MERIDIAN LINES, DISTRICT OF ALGOMA.

SUDBURY, ONT., November 16th, 1908.

SIR,—I have the honour to submit the following report of the survey of certain base and meridian lines forming the outlines of timber berths six miles square lying between O. L. S. Niven's base line of 1901 on the north and O. L. S. Patten's base line of 1891, and O. L. S. Bell's base line of 1888 on the south in the Mississaga Forest Reserve, District of Algoma, performed under instructions from your Department, dated June 8th, 1908.

I left Sudbury on July 8th, 1908, and proceeded with part of my party to Bisco, on the Canadian Pacific Railway, where my supplies were, leaving the balance of the party at Munro Siding on the same line of railway, further east. After getting the canoes loaded I started my assistant with eight men south on July 11th, by Bisco, Indian and Mozhabong Lakes to the work, going back to Munro Siding and by way of Pogomasing, Kennedy

and Blue Water Lakes, through the township of Craig to the southwest angle thereof, where we arrived on July 13th. After obtaining the necessary observation the work was started on July 14th, and I ran west astronomically from day to day till the base line was completed on September 3rd.

The survey was performed in accordance with instructions in every particular, with the exception of the marking of posts south of my base line, owing to the difficulty and in some instances impossibility of locating O. L. S. Patten's and O. L. S. Bell's base lines to the south, on account of lumbering operations having destroyed every land mark in the vicinities of our lines. The several meridian lines south of my base line were chained from the base south and the posts marked on the north side with the mileage from my base line in each case. Wooden posts of the most durable wood in the vicinity were planted at the end of every mile in a stone mound, wherever stones were obtainable and plainly marked in Roman numerals the number of miles from the starting point or intersection in each case. My fourth meridian was run south astronomically from the twelve mile post on O. L. S. Niven's base line of 1901, crossing my base line at six miles, two chains and sixty-six links west of O. L. S. Salter's third meridian, re-run by O. L. S. Beatty in 1891. An observation on Polaris at East Elongation at this corner proved both lines correct.

My third meridian was run north and south astronomically from a point in my base line six miles west of the fourth meridian. O. L. S. Salter's fourth meridian was intersected at five miles, fifty-seven chains and sixty-three links west of my third meridian and was easily traced out in the green timber. My second meridian was run south astronomically from a point on O. L. S. Niven's base line of 1901, distant twenty-four chains and sixty-three links east of his thirty mile post, crossing my base line at six miles, seven chains and five links west of O. L. S. Salter's fourth meridian.

My first meridian was run north and south astronomically from a point on my base line six miles west of the second meridian.

After diligent search for some time by the whole party it was found impossible to discover any trace of O. L. S. Salter's fifth meridian run in 1857 and I planted the iron and wooden post at the end of my line, six miles and sixty-two chains west of the first meridian and returned to the last corner to run north astronomically. On September 7th the work was completed and we left for Bisco and Sudbury, where we arrived September 10th.

Iron posts one and one-quarter inches in diameter, three feet long, forged at the top, pointed at the bottom end and painted red, and plainly marked with a cold chisel, the mileage and the different berths to which they referred on the proper sides were planted at the following points in a stone mound where stones were obtainable besides a wooden post in each case, viz.,

1. At the southwest angle of Craig township marked "Craig" on the northeast, "115" on the northwest, "114" on the southwest and "108" on the southeast.

2. At the intersection of my base line with O. L. S. Salter's third meridian re-run by O. L. S. Beatty, 1891, marked "VI. M+0.77" on the east side, "114" on the southeast, "115" on the northeast, "A" on the southwest and "B" on the northwest.

3. At the intersection of my base line with my fourth meridian marked "VI. M+2.66" on the east side, "A" on the southeast, "B" on the northeast, "E" on the southwest and "F" on the northwest.

4. At the intersection of base line with third meridian marked "VI. M" on the east side, "E" on the southeast, "F" on the northeast, "I" on the southwest, and "J" on the northwest.

5. At the intersection of my base line with O. L. S. Salter's fourth meridian run in 1857, marked "VM. M + 57.63" on the east side, "I" on the southeast, "J" on the northeast, "M" on the southwest and "N" on the northwest.

6. At the intersection of my base line with the second meridian marked "VI. M + 7.05" on the east side, "M" on the southeast, "N" on the northeast, "R" on the northwest and "Q" on the southwest.

7. At the intersection of my base line with the first meridian marked "VI. M" on the east side, "Q" on the southeast, "R" on the northeast, "V" on the northwest and "U" on the southwest.

8. At the end of my base line marked "VI. M + 62.00" on the east side, "V" on the southeast and "U" on the northeast.

9. At the intersection of my fourth meridian with O. L. S. Patten's base line of 1891, marked "VI M + 40.00" on the north side, "A" on the northeast, "E" on the northwest.

10. At O. L. S. Niven's base line was found an iron and wooden post marked "XII. M" on the east side, on which I marked on the south side "VM + 61.27," "B" on the southeast, "F" on the southwest.

11. At the intersection of my third meridian with O. L. S. Niven's base line marked "VM + 56.00" on the south side, "F" on the southeast and "J" on the southwest.

12. At the intersection of my third meridian with O. L. S. Patten's base line of 1891, marked "VIM + 47.46" on the north side, "E" on the northeast and "I" on the northwest.

13. At the intersection of my second meridian with O. L. S. Niven's base line of 1901, marked "VM + 61.88" on the south side, "N" on the southeast, and "R" on the southwest.

14. Near the intersection of my second meridian with O. L. S. Bell's base line of 1888 (no trace of which was to be found) marked "VIM + 40.00" on the north side, "M" on the northeast and "Q" on the northwest.

15. At the intersection of my first meridian with O. L. S. Niven's base line of 1901, marked "VM + 64.90" on south side, "R" on the southeast and "V" on the southwest.

16. At the intersection of my first meridian with O. L. S. Bell's base line of 1888, marked "VIM + 48.61" on the north side, "Q" on the northeast, and "U" on the northwest.

Where the end of a mile came in a lake or river, the posts were planted on the nearest bank and chainage marked thereon with a knife. Bearing trees were marked and noted at a convenient distance for every post planted. All lines were run with transit and were well opened out and blazed. Observations on Polaris at Eastern Elongation for azimuth were taken frequently throughout the survey. The magnetic variation was found to be fairly constant at five degrees twenty minutes west. At a point on the first meridian about "VM + 60.00" south of the base line a deflection of eighteen degrees was noted, the country being very rocky and mountainous in the vicinity.

#### GENERAL DESCRIPTION.

The first twelve miles or so of base line passed through rough, rocky, mountainous country, with large areas of bare rock, apparently burned over thirty-five to forty years ago, and grown up with white birch, poplar, balsam



some banksian pine and spruce with hazel and maple underbrush with scattered groves of white and red pine left undamaged by the fire.

Approaching the Spanish River was a long, sloping and undulating plain of banksian pine for nearly a mile, while the west bank was hilly and mountainous. The largest area of green pine was noticed on the base line between berths "E" and "F" and on the third meridian between berths "E" and "I," being of white and red, about equal in quantity and up to thirty inches in diameter. The Spanish River was crossed first at about nine miles from Craig township, the post being just at the top of the west bank. The river at this point is filled with boulders up to ten feet in diameter and is unnavigable, and also for some distance up stream water being very low at this season. The Sable River where my base line crossed it is shallow and good current with stony bed and very clear cold water and is surrounded by banksian pine plains for some distance on either side.

A branch of the White River (apparently) was crossed at about four and one-half miles west of O. L. S. Salter's fourth meridian and from old cuttings noticed has evidently been used as a canoe route years previously. Towards the end of my base line was a chain of small lakes apparently flowing towards the Mississauga River through a very mountainous and rocky country. Numerous small lakes were crossed and in almost every instance were the result of beaver work.

Some lakes of large area were crossed on the first meridian south of my base line and on the third meridian north of base line. Pequocut or Russian Lake being a beautiful sheet of water on the canoe route from the Spanish River to Sable Lake.

The country from beginning to end of base line is rough, rocky and mountainous, with the exception of some areas of banksian pine plains, which were slightly undulating with gravel and boulder formation. Numerous large boulders up to twenty-five or thirty feet in diameter were a continual source of difficulty in producing the line. The Laurentian formation was the principal rock noticed along the line. Considerable outcroppings of red and gray granite were noticed as well as some slate. Some conglomerate was noticed on the first meridian near the south end. No indications of economic minerals were found.

#### GAME.

Moose, red deer and caribou were frequently seen as well as bear, which were especially numerous in the brule, wolves seemed plentiful and were often heard close to camp at night, beaver were very plentiful, evidences of their work being met with every day, and they were frequently seen at work. Partridge, duck and fish were also plentiful.

Excellent weather was experienced during almost the whole survey with the exception of some very hot days in July.

The work was completed without hindrance from bush fires, which up to this time had not assumed large proportions. Accompanying this report are general plan, timber plan, field notes and account in triplicate. All of which is respectively submitted.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) J. HENRY BURD,

Ontario Land Surveyor.

The Honourable, the Minister of Lands, Forests and Mines,  
TORONTO.



*Appendix No. 37.*

## TOWNSHIP OF EILBER, DISTRICT OF ALGOMA.

GUELPH, ONT., March 7th, 1908.

SIR,—I have the honour to submit the following report of the survey of the township of Eilber, in the District of Algoma made under instructions from your Department dated May 6th, 1907.

This township lies north of the township of Barker.

The Missanabie River enters this township near the southwest corner of lot twenty-eight in the third concession and flows northerly through the western part of the township and crosses the north boundary between lots twenty-six and twenty-seven. The river averages about eight chains in width and in general is not very deep, but flows with a good current.

There are no falls on the river within the township and the only serious obstruction to canoe navigation is a short rapids in lot twenty-five, concession seven, in which there is a descent of five feet, necessitating a short portage over the rocks in ordinary water or on the right bank in high water. This is known as "Rocky Island Portage."

The township was sub-divided under the new system, a road allowance half a chain wide being left on each side of the outlines, and a road allowance one chain wide between alternate concessions, and a side road allowance between lots six and seven, twelve and thirteen, eighteen and nineteen and twenty-four and twenty-five.

The survey lines were run in the centres of the road allowances, wooden posts were planted on the concession lines at each lot corner, a post being placed on the centre line and one on the north side and one on the south side of the road allowance, the three posts in each case being marked with the numbers of the lots on the east and west sides. The centre post was also marked "R" on the north and south sides, the posts on the sides of the road allowance were also marked "R" on the sides next the road and with the number of the concession on the other side.

At a side road a post was planted at the intersection of the lines and marked "R" on each of its four sides. A post was also planted on each of the four lot corners and marked "R" on the two sides next to the roads and with the lot number on the east or west side and the concession number on the north or south side. No posts were planted on the side roads at the blind lines.

There is an iron post one and seven-eighths inches in diameter beside the wooden post at each corner of the township, marked "Eilber" on the sides towards the township. An iron post one and one-quarter inches in diameter was placed beside the wooden post on the south boundary at the line between lots twelve and thirteen, marked "R" on four sides, "Lot XII." on the east side, "Lot XIII." on the west side, "Con. I" on the north side. A similar iron post was also planted beside the wooden post at each of the following points, viz., on the east boundary at the line between concessions six and seven and marked "R" on four sides, "Lot I." on the west side, "Con. VI." on the south side, "Con. VII." on the north side.

At the intersection of the line between concession six and seven with the side line between lots twelve and thirteen and marked "R" on four sides, "Lot XII." on the east side, "Lot XIII." on the west side, "Con. VI." on the south side, "Con. VII." on the north side.

On the concession line between concessions six and seven on front of lot twenty-eight, one chain east from the shore of the lake and marked "Lot

XXVIII." on the east side, "Con. VI." on the south side, "Con. VII." on the north side, and "R" on the north, south and west sides.

On the north boundary at the line between lots twelve and thirteen, marked "Lot XII." on the east side, "Lot XIII" on the west side, "Con. XII." on the south side and "R" on four sides.

In the survey I adopted the river as the boundary between the northern part of lot twenty-seven and lot twenty-eight, concession nine and as the boundary between lots twenty-seven and twenty-eight in concessions ten and eleven, and between lots twenty-six and twenty-seven in concession twelve.

The surface of this township is gently undulating and it is well drained by the Missanabie River and small streams flowing into it.

The township contains a large amount of good dry land and there are no large swamps and very little wet swamp land which cannot be easily drained.

The rock outcrops at a few places along the river and in the interior of the township one or two small exposures were seen.

The soil is clay and in the swamps the clay is overlaid with black muck of various depths which in turn is covered with a thick growth of moss.

The timber is a young growth and consists chiefly of spruce and poplar. The poplar is of good quality and where found is usually thick on the ground. Much of the spruce is small, very few of the trees reach twelve inches in diameter and where trees of that size are found they are often thin on the ground.

The agricultural possibilities of this township are good. The soil is rich, there will be very little waste land and as the Transcontinental Railway will cross the southern part of it, it will be easy of access.

There is very little large game in this township and very few fish were found in the river.

Accompanying this report are the field notes of the survey, a map of the township and a timber plan, all of which I trust will be found satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) JAMES HUTCHEON,  
Ontario Land Surveyor.

The Honourable, the Minister of Lands, Forests and Mines,  
TORONTO.

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*Appendix No. 38.*

BASE AND MERIDIAN LINES, DISTRICTS OF ALGOMA AND THUNDER BAY.

TORONTO, ONT., November 30, 1908.

SIR,—We have the honour to submit the following report on the survey of certain base and meridian lines, forming the outlines of townships nine miles square in the Districts of Algoma and Thunder Bay, made by us during the past summer, under instructions dated 21st May, 1908.

Nine men were taken from Toronto and vicinity and thirteen others were engaged at various points along the line of the Canadian Pacific Railway, between Missanabi and Heron Bay.

A start was made from Montizambert on 13th June, up the canoe route connecting that point with the Albany River, via the Nagagami River. Ten days were occupied in travelling and transporting about thirty-eight hundred pounds of supplies and equipment to the commencement of the survey, a distance of about one hundred and fifty miles, including twenty-six portages.

The last ten miles of the journey—from Cache 9A of the National Transcontinental Railway, at the crossing of the Nagagami River—being devoid of waterway it was necessary to pack the supplies for the eastern part of the work the entire distance.

The residue of our previous season's supplies having been stored near Cache 9A, we were able to avoid the necessity of transporting an additional twenty-five hundred pounds from Montizambert for this season's requirements. Heron Bay was made headquarters for supplies for the western part of the survey.

Work was begun on 25th June at the closing point of our work of 1907, the end of the sixty-third mile on the base line, being the southwest angle of the township of Fintry, the northwest angle of the township of McMillan, or three townships' breadth east of the boundary between the Districts of Algoma and Thunder Bay. The initial point was in latitude forty-nine degrees, fifty-one minutes and six seconds north, and was found to be marked by an iron post one and seven-eighths inches in diameter, alongside a cedar post six inches square marked on the east "63M." This post also marked the southeast angle of the township of Mulloy and the northeast angle of the township of McCoig.

We then continued the base line due west, twenty-seven miles on nine mile chords of the parallel of latitude stated above, being from the sixty-third to the ninetieth mile on the first base line, planting a wooden post at the end of each mile and, in addition, iron posts one and seven-eighths inches in diameter at the ends of the seventy-second, eighty-first and ninetieth miles. The ninetieth mile fell short about one and seven-eighth miles (estimated), of the district boundary, that portion of the base line being not completed. This line forms the south boundaries of the townships of Mulloy, Shuel and part of Boyce, and the north boundaries of McCoig, Kohler and part of Clavet.

Returning to the eighty-first mile post we ran due north, nine miles, to the northwest angle of the township of Shuel, and the northeast angle of the township of Boyce, planting a wooden post at the end of each one and a half miles and an iron post at the township corner.

This line if continued about one-third of a mile north would cross the located line of the National Transcontinental Railway.

We next ran due west on the second base line, being a chord of a parallel of latitude, forming the boundary between the townships of Bicknell and Boyce, with wooden posts planted at the end of every mile, for a distance of ten miles and sixty-six chains, at which distance the boundary between the Districts of Algoma and Thunder Bay was intersected at a point five chains and fifty-two links south of the ninety-fourth mile post on that boundary.

At the intersection of the second base line with the district boundary, we planted an iron post one and seven-eighths inches in diameter alongside a spruce post marking each as follows: "XM+66" on the east side, "Henderson" on the northwest side, "Bicknell" on the northeast side, "Boyce" on the southeast side, and "Bell" on the southwest side, and continued the line



due west, on nine-mile chords of the parallel of latitude, for a distance of eighteen miles, establishing the south boundaries of the townships of Henderson and Selwyn and the north boundaries of the townships of Bell and Low.

Wooden posts were planted at the ends of all miles and, in addition, iron posts at the ends of the ninth and eighteenth miles.

From the end of the eighteenth mile we ran due north between the townships of Selwyn and Barlow, planting wooden posts every one and a half miles and an iron post at the end of the ninth mile.

We next ran due west on the third base line, on nine mile chords of a parallell of latitude, for a distance of thirty-six miles, planting a wooden post at the end of each mile, except in the cases of the second, eighteenth, twenty-fifth and twenty-seventh miles, which points occurred in the water, and the posts were planted at the nearest permanent places on the shore, or bank, and on the survey line, the distance from the true corners being marked on the posts. Iron posts, one and seven-eighths inches in diameter were planted beside the wooden posts indicating the ends of the eighteenth, twenty-seventh and thirty-sixth miles. The north boundaries of the townships of Barlow, Goodwin, Chipman and Raynar are formed by the third base line.

The boundary between the townships of Goodwin and Chipman was also run, due south, and posted in the usual manner.

This base line was then continued west, on a nine mile chord of latitude, for a distance of three miles, sixty-nine chains and twenty-five links, to connect with the southern part of South Twin Lake.

We then returned to the northwest angle of the township of Raynar and ran due north four miles, intersecting the located line of the National Transcontinental Railway, at two chains and twenty-five links south of the fourth mile post. This meridian was posted in the usual manner.

Returning again to the northwest angle of the township of Raynar, we ran due south along the west boundaries of the townships of Raynar and Bain, eighteen miles, planting wooden posts at the end of each one and a half miles, also an iron post at the end of the eighteenth mile.

From this point we ran due east, on the chord parallel, nine miles, to the southeast angle of the township of Bain, planting a wooden post at the end of each mile. This completed the lines run during the season.

Nearly all the wooden posts planted were of tamarack or cedar, spruce being used only when neither of the former could be obtained. Iron posts, one and seven-eighths inches in diameter, three feet long, forged at the top, pointed at the bottom and painted red, were planted at all township corners except the following:—The northwest angle of the township of Barlow, the southwest angle of Goodwin and the northwest and southeast angles of Bain. These omissions were due to the failure on the part of the supply men to bring the iron posts in from Heron Bay.

In all cases where wooden and iron posts were planted side by side, the iron post indicates the intended corner.

All lines were well opened out and properly blazed.

Astronomical observations were taken as frequently as opportunity permitted and the directions of lines are in accordance therewith. Some specimen observations are given in the field notes returned, but a number are omitted as being unnecessary to the returns.

The dense smoke from the distant fires made it impossible to satisfactorily carry on the traverse survey of Long Lake contemplated by the instructions.



The return journey was made via English River, Long Lake and Pic River to Heron Bay and thence by the Canadian Pacific Railway to Toronto, which was reached on 24th September.

#### GENERAL FEATURES.

The country involved in this survey lay chiefly in the valleys of the Pegutchevan and English Rivers and in the vicinity of the located line of the National Transcontinental Railway, extending over a total breadth of twenty miles from south to north and a length of eighty-seven miles from east to west, the eastern thirty miles, more or less, being in the District of Algoma and the remainder in Thunder Bay. Access is had from the Canadian Pacific Railway as far as the height of land, by the Nagagami Canoe route to the east from Montizambert and the Pic River route from the west. Beyond the height of land the Nagagami route extends as far as the English River and the Pic River route forks, the east branch waters following the waters of the Pegutchevan and the west branch the English River.

Generally speaking the surface is high lying, gently undulating and well watered, with good drainage facilities.

The clay belt extends, along the lines surveyed, to about thirty miles west of the district boundary and, from credible information received, we believe it here deflects northward. To the west and south, the country is more rugged and the soil sandy and stony. Numerous lakes, some of considerable extent, are found in the more rugged parts.

Fire has swept over nearly half the country east of the English River, which was crossed by our third base line at about twenty miles west of the district boundary, and in some parts a second burning has removed so much of the dead timber that clearing for agricultural purposes will prove a very easy matter.

#### SOIL.

Good clay soil, exposed to view in many places by the action of fire, covers about the easterly sixty miles of the work, at least seventy to eighty per cent. being excellent farm land.

To the west of the region above described, sandy soil predominates with an occasional small area of clay and outcroppings of granite rock, only a comparatively small part being suitable for agriculture.

#### TIMBER.

The timber, in the part lying east of the English River, which has so far escaped damage by fire, is chiefly spruce, tamarac, poplar, balm of gilead, balsam and white birch of good quality, with occasional scrub cedars. If not destroyed before the completion of the railway, a considerable amount of pulpwood will be furnished by the spruce in this region, in addition to supplying the needs of the settlers. The tamarac, nearly all of which is still free from the ravages of the pest, will form a valuable asset in the way of railway ties.

To the west of the English River the timber has suffered less from fire, and comprises spruce, banksian pine, tamarac, poplar, white birch, balm of gilead and balsam, with a few scattered cedars, more particularly in the river valleys. Considerable areas of banksian pine of good quality, ranging

up to ten to fifteen inches in diameter, were seen, these being chiefly in the western parts of the townships of Raynar and Bain.

#### WATER.

The whole country is well watered by small streams with fairly good current, indicating excellent drainage facilities. Lakes and swamps are much less numerous in the clay region than in the lighter country to the west.

The main streams crossed by our lines, taken in order from the east are:—

Trout River, a stream one chain in width, three feet in depth and water clear and good.

Bad River, which has a breadth and depth similar to the Trout, with clay banks thirty feet high, rapid current and stony bottom. Its water is clear and good.

Flint River, a sluggish stream about one chain wide, four to five feet deep, with clay banks two to three feet high. The bottom is clay and the water is somewhat tinged by clay.

English River, where crossed by the third base line, is four to six chains wide, with a depth of about ten feet and clay banks varying from five to fifteen feet high. Its current at this point is moderate, with rapids both above and below the crossing.

Devil Fish River, about five chains wide and four to six feet deep, has a moderate current where crossed by the west boundary of the township of Bain, but has rapids at various points. Its banks here are two to four feet high.

Little Long Lake River, about three chains in width and four feet in depth, where crossed by the west boundary of the township of Bain.

Long Lake River, sometimes called English River, crosses the south boundary of the township of Bain at a breadth of about two chains and depth of four to five feet. The clay banks are five feet high and current moderate. This stream, supplemented by Little Long Lake River and Devil Fish River, forms the English River proper.

#### MINERALS.

The Laurentian formation embraces the whole of the region touched by this survey. Outcroppings of rock in the clay district were rare and of slight extent, except in the beds of streams.

In the western part, granite and gneiss outcroppings were seen at intervals, but no traces of economic minerals were found.

We were, however, informed by Indians belonging to our party that a number of iron claims have been staked about thirty miles west of the township of Bain.

#### GAME

No large game of any kind was seen. Fur-bearing animals were scarce and even rabbits were rarely seen.

In all the streams, large and small, we found abundance of speckled trout, during the early part of the season.

The larger lakes contain whitefish, pike and pickerel.

## GENERAL REMARKS.

The climate, as observed during the three months was all that could be desired for agricultural pursuits. Only one frost was experienced up to the second week in September, and it was not sufficiently severe to do damage. At the caches the vegetables freely grown included potatoes, cabbages, beets, peas, lettuce, radishes, onions, tomatoes, and in fact nearly all the varieties common to Older Ontario. Between the 20th and 26th July, the thermometer ranged from seventy-five to ninety-three degrees Fahrenheit. The lowest temperature recorded last winter at the English River Cache was thirty-five degrees below zero, and that at Jack Fish twenty-eight degrees. Navigation on South Twin Lake opened this year on 18th May, it having been closed by ice on 15th November, 1907.

The latter part of the summer of 1908, was particularly dry, and as a consequence the starting of forest fires was difficult to avoid, but we are able to record that none were occasioned by any members of our party. This is perhaps due to the fact that usual camp lectures on the dangers from carelessness were further impressed upon the men by the devastations witnessed in the early part of the season. Fire, said to have started at Nagagami Lake, had swept parts of that territory about four or five years previously. Later fires had cleared so much of the burned timber that little is left in some places for the future settler to do in preparing the lands for farming, but he will miss the timber necessary for the ordinary purposes of homesteading. In other places the windfalls resulting from the first fire were almost impenetrable and necessitated the employment of one or more axemen to clear the way for the packmen.

There is already a winter road from Jack Fish Station on the Canadian Pacific Railway to the foot of Long Lake, about eighteen miles, used by the Hudson's Bay Company and Revillion Brothers for freighting supplies for the ensuing summer for use at their respective stores on the northwest and northeast shores of Long Lake, the transport over Long Lake, a distance of about fifty miles, being made by sailing boats in the summer season. It is probable that this stretch of navigation will be served by steamboats during the coming season and the necessary summer roads from Jack Fish to Long Lake, and from the head of Long Lake to the National Transcontinental Railway, the latter a distance of about twenty miles, will be constructed by the railway contractors. This appears to be the only feasible supply route from the Canadian Pacific Railway to the National Transcontinental Railway between Lake Nipigon and the new town of Cochrane, at the present terminus of the Temiskaming and Northern Ontario Railway.

When the agricultural land embraced by our survey of 1908 has been made accessible by the completion of the National Transcontinental Railway, some three years hence, we see no reason why this land should not be as much sought after as that of northern Manitoba and Saskatchewan, the excellence of which has been so well demonstrated.

Accompanying this report are a general plan, field notes and triplicate account.

We have the honour to be,

Sir,

Your obedient servants,

(Signed) SPEIGHT & VAN NOSTRAND,

Ontario Land Surveyors.

The Honourable, the Minister of Lands, Forests and Mines,  
Toronto.



*Appendix No. 39.*

TOWNSHIP LINE, MORLEY AND PATTULLO, DISTRICT OF RAINY RIVER.

FORT FRANCES, ONT., December 23rd, 1907.

SIR,—I commenced work at an original post marking the corner of the township of Morley, Pattullo, Shenstone and Tait, chaining thence west following the old line between the township of Morley and Pattullo. I found, at the distances given in the original field notes, or very nearly so, original bearing trees at one-quarter section thirty-six, one-quarter section thirty-five, northeast section thirty-four, northeast section thirty-three, one-quarter section thirty-three, northeast section thirty-two, one-quarter section thirty-two; at one-quarter section thirty-five, and northeast section thirty-two, also found the original posts, I renewed these old posts and planted new posts at the correct positions for section and one-quarter sections, as far west as one-quarter section thirty-two. I then proceeded to the post planted by me in 1903, between sections thirty and thirty-one, Shenstone, and thence chained west along the north boundaries of sections twenty-five, twenty-six, twenty-seven and twenty-eight. I found original posts between sections twenty-five and twenty-six, twenty-six and twenty-seven, at one-quarter section twenty-seven, and between twenty-seven and twenty-eight. The distances given in the field notes I found to be entirely wrong, the errors being as follows, actual chainage being:—

Section twenty-five between posts four chains twenty-eight links too long.

Section twenty-six between posts one chain four links too short.

Section twenty-seven between posts twenty-seven links too long.

Section twenty-eight from original post to intersection, three chains seventy-seven links too short.

I next proceeded to re-run the north and south lines, with the following results:—East boundary, section thirty-five, re-ran this line north from original post, found original bearing tree at one-quarter section, line produced could not be followed to township boundary; apparently the line had been produced to within a short distance of the boundary and then stopped. A short line two or three chains long runs south from where the original post was. East boundary section thirty-four along Government Road to township boundary. The west boundary of road, which apparently followed the old line, strikes four chains two links west from correct position of original post.

Original cutting could be followed along the southerly part of the line, but no blazes could be found, all fair sized trees having been used in road-making.

East boundary section thirty-three, re-ran north from original post at southeast angle and found original bearing tree at one-quarter section, at this point the line stops.

The line to one-quarter section is in green timber, which extends to, and past the boundary, and it is evident that no line was originally run through, as had one been run some evidence would still have existed, a very careful search was made, but no evidence of old axe work could be found.

East boundary section thirty-two, re-ran line through from south and found line in correct position running direct to original post, on north boundary, found also original post and bearing tree at one-quarter section.

Having run these lines I next proceeded to re-run the south boundaries of sections twenty-five and twenty-six, chaining west from original post on township boundary, I found as follows:

South boundary section twenty-five now original to intersection, three chains twenty-three links too long.

South boundary section twenty-six now intersection to original post fifty-five links too short, I followed the original line south along the Government road and found original posts at the southeast corner section twenty-two, and one-quarter section fifteen. These posts are all on line of road running east astronomically of section fifteen, twenty-two, twenty-seven and thirty-four, showing that the original line ran through, although in wrong position.

I next proceeded to join up one-quarter section post on east boundary section thirty-five, planted from original bearing tree to correct position post between sections thirty-five and thirty-six. This line runs for twenty chains across cleared and ploughed land in northwest one-quarter thirty-six.

I then joined up original post at southeast angle section thirty-four to post at northeast angle planted in true position from original bearing tree. This line passes directly through large frame house owned by D. Anderson on the north half of southwest one-quarter section thirty-five, also run across twenty chains of cleared and ploughed land on northwest one-quarter.

I then ran from post planted from original bearing tree at northeast angle section thirty-three to post at correct position from original bearing tree between the northeast and southeast one-quarter sections. On this line I found the chainage to creek to differ approximately five chains from that given in original notes, another proof that the line was never run.

I then proceeded to one-quarter section post on the north boundary section thirty-two and chained west to the township boundary. I could not find the original post or bearing tree at the corner, the land having been cleared this summer, but I obtained affidavits from two parties stating that its position was at the intersection of original lines, now fenced. This position I can also certify to; as I have personally chained along the Dilke boundary from the post following the old line. I did not place any one-quarter section post or section post on section thirty-one as I am informed that the parties owning these lands can give affidavits shewing that the section post (northeast section thirty-one) was at the intersection of the north and south line which runs direct across from Morley and Patullo and that the one-quarter section post on north boundary thirty-one was distant forty chains from said section post. I however show on plan the distance divided proportionately.

Having completed the work so far in Morley I proceeded to retrace and chain lines in Patullo, I found everything in the township to be correct as far as I went, agreeing with the original field notes.

The foregoing gives the result of this survey, more work would be necessary to completely straighten the original work but in view of the fact that according to my instructions no extensive re-survey was wanted and also of the fact that the municipality of Chapple is preparing a petition to the Government to have some work done which will enable them to keep roads, etc. in their present position, also to ascertain the correct acreages of the one-quarter sections for assessment purposes, I have not proceeded further than indicated on my plan.

I have the honour to be, Sir,

Your obedient servant,

(Signed) D. J. GILLON,

Ontario Land Surveyor.

The Honourable, The Minister of Lands, Forests and Mines,  
Toronto.

*Appendix No. 40.*

## TOWNSHIP OF TEMPLE, DISTRICT OF RAINY RIVER.

SARNIA, ONT., July 30th, 1908.

SIR,—I beg to forward, together with this report, plans, field notes and timber map of the township of Temple, in the Rainy River District.

A portion of this township was surveyed in 1906, and late in the fall of last year I resumed work by running the various concession lines west to Eagle Lake, and the side lines north and south.

I retraced, blazed and chained the east town line, making the various concessions eighty chains or thereabouts. I also surveyed the south boundary. The traversing was all done on the ice, considerable difficulty being experienced by water.

Iron posts are planted alongside of wooden posts, properly marked with a cold chisel, at the following places, viz.: At the southeast corner of the township. On the line between lots six and seven on the shore of Eagle Lake. At the southwest corner of lot ten, concession one, being the southwest corner of the township. On concession lines three and four on the east town line. At the intersection of concession lines three and four and side line six and seven in a muskeg. On concession line three and four at the distance of six chains twenty links west of the line between lots ten and eleven on the shore of Eagle Lake. At the northeast corner of the township. At the intersection of side line six and seven with the north boundary.

The iron post planted by Mr. Tiernan on lot 10, south boundary of Mutrie, was in addition marked "Temple."

The township throughout is very hilly and broken, consisting of granite ranges with quartz.

## TIMBER.

Concession six is principally jackpine and scrub, partially burned.

Concession five is principally mixed timber, birch, balsam, poplar, spruce and tamarac, with small areas of swamp lands containing spruce and tamarac. All merchantable timber excepting cord wood has been removed throughout the whole township.

Concession four has in addition to mixed timber, some tamarac and spruce swamps, a few scattered white and Norway pine.

Concession three has mixed timber with small areas of tamarac and spruce with few Norway and white pine, and in addition a few small isolated patches of cedar, ranging in size from three to twelve inches.

Concession one and two are practically all mixed timber. No areas of spruce suitable for pulpwood were found.

## FARM LANDS.

Good arable land was found in the southern and middle parts of the township, and about forty-five per cent. of the whole area is suitable for agricultural purposes. For a distance of ten to forty chains from the waters of Eagle Lake the ground is very broken and rocky.



### MINERALS.

No minerals of any economic value were found, though there were strong magnetic variations noted in several places, and on the west shore of concession six a magnetic iron ore exists, but of very lean grade. This is not in any large quantity but appears in small patches and is not at all likely to lead to a body of ore of any value, and as far as known exists only at this particular point. No specimens were obtained.

There are no water powers and no creeks of any size, excepting on lot four, concessions three and four, which in some places is one chain wide, but the water is pure and sweet throughout the whole township. No alkali.

### FISH AND GAME.

Eagle Lake abounds in white fish, trout pickerel, and pike or jackfish, and at least one company is operating quite largely in fishing these waters.

Fur bearing animals include moose, caribou, red deer, wolf, lynx, beaver, mink and muskrat, but feathered game was not at all plentiful.

### SOIL.

Is light and sandy with clay subsoil, and in the vicinity of low places is of good quality.

### ISLANDS.

Boat Island has little or no arable land. Canoe Island has probably about twenty-five per cent. of agricultural land. The smaller islands are suitable only for summer resorts and cottages.

### SETTLERS.

Only two settlers were found within the area surveyed, both occupying improvements already made, house and stables. C. Kern on lot one, concession six, north of the Canadian Pacific Railway, about fifteen acres cleared. J. H. Gordon has cut and cleared about fifteen acres on lot one, concession five and six, but has no buildings. Charles Leitchford on lot two, concession six, about one and one half acres cleared.

Shacks have also been erected by the following parties: C. Coppock on southeast quarter of lot one, concession five, by J. Freak on northeast quarter of lot one, concession four, all of Eagle River Post Office.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) JOHN J. FRANCIS,  
Ontario Land Surveyor.

The Honourable, The Minister of Lands, Forests and Mines,  
Toronto.

*Appendix No. 41.*BLOCKS V. AND VI. OF THE GRAND TRUNK PACIFIC RAILWAY GRANT,  
DISTRICT OF THUNDER BAY.

WESTON, ONT., February 13th, 1908.

SIR,—I have the honour to submit my report of the survey of Blocks V. and VI. of the Grand Trunk Pacific Railway Company's Land Grant (Chap. 18, 4 Edw. VII.) performed under your instructions of the 30th May, 1907, namely):

Proceeding to Port Arthur, where I completed all my arrangements for the prosecution of the work, I then moved to Niblock and commenced the work by opening and running the boundary line between townships thirteen and fourteen from the Canadian Pacific Railway to the northwest corner of township twelve. I renewed the wooden stake at said corner and ran the east boundary of said township fourteen, north astronomically six miles. Then I ran east astronomically twenty-one miles to the southeast corner of Block V., thence north astronomically six miles to the northeast corner of the said Block V., thence west astronomically eighteen miles to the northwesterly angle of the said Block V., thence south astronomically five miles and seventy-nine chains and seventy links to the southwest angle of the said Block V., completing the survey on the 31st August.

I then commenced the survey of said Block VI. from the mile post marked LXXVIII M on the boundary line between Thunder Bay and Rainy River Districts, running eighteen miles astronomically east to the southeast angle of the said Block VI., thence north astronomically six miles to the northeast angle of this said Block VI., thence west astronomically eighteen miles and sixty-one and one half links to its intersection with the said boundary line between the Thunder Bay and Rainy River Districts, completing the survey on the 8th day of November.

At every corner of each block I planted iron posts marked "G. T. R." and the number of the block, namely, Block V. or Block VI., as the case might be; the iron posts were all one and seven-eighths inches, excepting on the easterly corners of Block V., which are one inch square.

I placed wooden posts at each mile along the lines marked on the east side of the east and west lines and on the south side of the north and south lines. At the northeast corner of township fourteen I also planted a one and seven-eighths inch iron post.

The soil throughout Block V. is generally light sand but varying from light dust to very coarse sand and gravel with stones. I have seen only one place where I think it possible to pursue agriculture with a likelihood of success, namely, on the south boundary immediately east of the railway location, where there are about two square miles of light sandy loam and almost clear of timber. The rest of the Block is composed of low cold bottom land with sandy ridges from some of which granite rock protrudes. Hills and depressions are seldom over twenty or thirty feet.

There is a block of timber in the southwest corner of this Block which may be considered as suitable for tie timber; but beyond this there are only a few scattered trees here and there, that would be large enough for railway ties. This whole country was burnt over about twenty-five or thirty years ago, and a great part of it burnt again in June, 1907, and much timber was destroyed.

The rocks seem to be all of granite formation and I saw no mineral of any kind.

There are no mill sites nor large streams but lakes are very numerous, probably one hundred in the block abounding in pike and pickerel.

Block VI. has but little agricultural land and generally is very similar to Block V. though the hills are generally much higher than in Block V., being as much as eighty or one hundred feet in some places. This block has also been burnt over about twenty-five or thirty years ago, though timber is very much more abundant here than in Block V. There are a few trees of white pine eleven miles east of the District boundary line, of about thirty inches diameter, being the only white pine seen in either block. But in Block VI. there is a good deal of jackpine and spruce, fourteen inches in diameter scattered through the block; but no large solid masses and is chiefly found along the south boundary of the block and east of Selwyn Lake. There is also about a square mile of jackpine on the east side of Narrow Lake, and north of the Wonwong River; windfall is very general. This block is also full of lakes.

There are no water falls except at the outlet of Rock Lake at the east end of Selwyn Lake, and there there might be found a good mill site, judging from the great amount of water flowing into the lakes above it (though I have had no opportunity of seeing it).

The English River passing through this block, is more like an extension of Selwyn Lake than a river, and is navigable for steam tugs for about twelve miles to the north.

The Wonwong River is navigable for canoes up to its intersection with the south boundary line of this block, and there are several good canoe routes to the north boundary of Block VI.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) JOHN J. DALTON,  
Ontario Land Surveyor.

The Honourable, The Minister of Lands, Forests and Mines,  
Toronto.

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*Appendix No. 42.*

BLOCK VII. OF THE GRAND TRUNK PACIFIC RAILWAY GRANT, DISTRICTS OF  
THUNDER BAY AND RAINY RIVER.

WESTON, ONT., August 19th, 1908.

SIR,—I have the honour to submit my report of the survey of Block VII. of the Grand Trunk Pacific Railway Company's Land Grant (Chap. 18, 4 Edw. VII.) made under your instructions of the 30th day of May, 1907, which I commenced on the 28th day of May of this year by the south boundary, east three miles and west three miles from the post marked XCx, on the boundary line between Thunder Bay and Rainy River Districts.

I then ran the western boundary of the Block due north 18 miles, then the northern boundary east six miles, then south eighteen miles to the south-



easterly angle of the Block, placing the posts at the intersection of the two boundaries. The north boundary intersecting the District boundary line, 5.90 chains south of the post marked "CVIII." though the last mile on the east boundary was 79.40 chains.

The posts on the meridian lines are marked on the south side, and those on the chords are marked on the east side.

The soil wherever found is generally of a very light sandy clay, loose and friable, the colour resembling raw sepia. In places underlying this is coarse sand or sand and gravel bed but in many places rock intervenes, especially around the large lakes and the high ground above them.

Good timber is abundant only between Sturgeon Lake and Bell's Lake, where I found excellent cedar, spruce, jackpine and tamarack, which would answer the purpose of telegraph poles, railway ties, and much good lumber. The cedar swamps are the best that I have seen in these districts. There is some good birch and pine just east of the English River on the south boundary of the Block and extending northward.

Then the muskegs all contain more or less spruce, though I notice that it is very seldom that large spruce grows in muskegs.

I saw only one waterfall in the Block being about four or five feet which is at the outlet of Palette Lake on a stream about equal to the Humber River at Toronto.

The rock is all of the Laurentian formation and I saw no economic minerals.

The Block is very much cut up with lakes of which Bell's Lake and Mattawan Lake cross the entire Block, and all the lakes are remarkably full of small rocky islands giving a very picturesque effect.

Bell's Lake and Sturgeon Lake contain an abundance of excellent trout, white fish and other varieties of fish.

The survey was completed on the 30th day of June, 1908, and the whole was done in a thorough workman-like manner.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) JOHN J. DALTON,  
Ontario Land Surveyor.

The Honourable, the Minister of Lands, Forests and Mines,  
Toronto.

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*Appendix No. 43.*

RONDEAU PROVINCIAL PARK.

MORPETH P.O., January 9th, 1909.

*To the Honourable, the Minister of Lands, Forests and Mines.*

SIR,—I have the honour to submit this my report as caretaker and ranger of the Rondeau Provincial Park, for the year 1908.

Since my last report was sent in, there has been considerable work done. Some work that was begun last year was completed this season, namely, the building of the new stone-crib dock and the baseball diamond, both of which have been of great service and are appreciated by the public who visit the park. When I urged in the last report that the Government should do some extra dredging in front of the cottages, I had little thought that they would carry out so fully those suggestions. At an extra cost they had the contractors for the dock excavate six additional lagoons extending from the shore line south of the dock out into the Bay to water, two to four feet deep, using the excavated sand and mud to cover the unsightly rushes and water willows between the lagoons along the shore. They also had two similar lagoons excavated on the north side of the dock, for the same purpose. The lagoon or cut immediately on the north side should have been continued out to the deep water, the same as the one immediately on the south side, so that small crafts could use it as a harbor for protection from storms. This extra dredging has greatly improved the appearance of the waterfront, and also improved the sanitary condition by covering up unhealthy debris along the shore.

A demonstration plot of about four acres of ground has been fenced on the Park, and about 7,000 nursery trees, five varieties of pine and some black locust, planted therein. This work was done by and for the experience of the students from the Forestry Department of the University of Toronto, of which Dr. Fernow, Professor of Forestry, is Dean, and who was present giving theoretical instruction to the students. The work was carried out under the direction of Mr. E. J. Zavitz, Superintendent Forestry branch, Ontario Agricultural College, Guelph, who is also connected with the University of Toronto. Although the season has been very dry a large percentage of the trees planted are living. This work is to demonstrate to the farmers, and others who may be interested, that reforestation can be carried on by them profitably, and that it has already become a necessity if they wish to keep up the supply of timber.

We are glad to say that we have not found it necessary this season to make use of the two fine life-preservers, hooks, etc., which the Government had placed on the Park dock and water front for the use of the public in case of accidents. The public greatly appreciate the provision made for the saving of life.

The boat service at the Park this season has been very satisfactory. It was furnished by Mr. Fred Weir, practical boat-builder and caterer, who has leased this privilege from the Department. He keeps a supply of first class row boats of various sizes, and sail-boats built with a view to safety, also a very fine gasoline launch, all available for public service.

To prevent the continuation of high water and floods on portions of the Park in the spring of the year, an open ditch was dug a distance of about 80 rods (about on a level with the water in the bay,) which will give a free outlet into the bay to the water that accumulates nearly every spring, in the slough running through the picnic ground. In former years this water has been a breeding ground for mosquitoes. It is widely known that the mosquito nuisance has been one of the great drawbacks to this Park. A six-inch tile had been laid through this low slough a number of years ago, and had become clogged, and at any rate was not large enough to carry off the heavy flow of water, hence the necessity for opening out a large ditch.

With the number of people visiting the park and also the number of cottages for summer residents, increasing each year, it is necessary that a thorough change in the sanitary system should take place. At present each

lot holder builds his own cottage, barn or stable, and dry closet, also sinks his own well (usually a drive well 10 to 14 feet deep), and there are about 30 cottages and over 20 small private stables, besides the stables for the public and the Ranger's use. These shallow surface wells are becoming contaminated. Some of them are not just fit for use now. Good rock water can be secured sufficient for all park purposes at a depth of about 130 feet. There should be something done, in the way of changing the location of all of those small stables, or building a large one, in a more suitable place on the Park. I would suggest that the Government send an engineer who is capable of arranging all of these sanitary matters, and also to lay out a site for a public house, and that they arrange if possible for the building of such a house this season. The Hon. Mr. Cochrane, Minister of Lands, Forests and Mines, was at the Park on the Councillors' picnic day, August 12th, 1908, when a very large crowd of people was present, and a severe storm came on, which wet hundreds of people, who could not find shelter, to the skin. The refectory, the pavilion, and the cottages and other buildings were filled to their capacity, and yet hundreds had to put up with the storm. It should not be necessary for picnickers to have to run into the private cottages for shelter from storms on this park.

I have the honour to be,

Sir,

Your obedient servant,

ISAAC GARDINER.

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*Appendix No. 44.*

ALGONQUIN PARK P.O., January 22nd, 1909.

*The Honourable the Minister of Lands, Forests and Mines.*

HONOURABLE SIR,—I beg to hand you my annual report upon the Algonquin National Park for 1908.

During the past year our staff has been composed of thirteen rangers and the Superintendent, whose duty it has been to patrol our great National Park for the protection of the game and fur-bearing animals, the prevention of forest fires, and the maintaining of law and order generally. A good season's work has been done along these lines. My men have travelled in pairs, each two rangers having a certain section under their care. In addition to patrolling these sections the rangers cut out portages, improve streams, erect and repair shelter houses and make bark canoes, snowshoes, sleighs, etc. They also cut the supply of wood for headquarters, put in ice for the summer months, and do other work for the improvement of headquarters and the park generally. I am glad to report a marked change and improvement in the amount of interest taken in the work by the rangers. It is one of the most important requisitions in a ranger—a real live interest in the work. A man who can see a beauty in everything around him will for the very love of it become an efficient guardian.

I am glad to report a very decided increase in game and fur-bearing animals of all kinds. The beaver have so increased that I am confident



should you so desire a large and lasting revenue could be obtained from them. They are to be found in numbers upon every lake, river, pond and creek, in fact so numerous and tame have they become that Mr. Robert Graham, road master of the division of the Grand Trunk running through the Park, informed me last fall that he had instructed his men to hang lanterns at night at the various culverts along the line to prevent the beaver from building dams in them.

Otter, martin, mink and fisher are also numerous and on the increase, while deer are to be found in abundance everywhere. Mr. Brown, conductor on the G.T.R., assured me he counted last summer in a run of eight miles, twenty-six deer feeding along the railway and not at all afraid of the train.

Moose are also more numerous than in past years, while partridge and ducks were very much more abundant than I have ever seen them.

Of course all these overflow into the surrounding country, and I have it both from personal knowledge and the testimony of many reliable persons that beaver are fast filling up townships adjoining the Park, where they have been unknown for many years. The deer also keep the surrounding country well stocked, and splendid hunting in the season can now be had on all sides of the park.

During the month of March, I made a snowshoe trip of over two hundred miles through the centre of the Park, going in from South River on the North Bay branch of the Grand Trunk and coming out at headquarters. I visited the various rangers and went over their sections with them, and was certainly very much pleased with the work they were doing. I crossed several townships on this trip and found game of all kinds most abundant, especially beaver, otter and martin. In the section between the Amable du Fond river and the Nipissing river I found moose in great numbers. I also visited the other rangers and found most gratifying results everywhere.

There is undoubtedly some poaching, but when you consider the vast area and the number of means of entrance into the Park the amount of poaching is very small and infinitely less than reports would lead one to suppose. I might say regarding the reports one so often hears of large quantities of fur being taken out of the Park, I have carefully followed many of them up, in some cases travelling hundreds of miles to do so, and generally find they originate with some person who has been discharged by some of the firms operating in the Park.

I am pleased to report increased co-operation on the part of the limit-holders, and I feel that they have very materially helped our men by insisting that their foreman should at once discharge any man known to violate the law. We have built several new substantial shelter houses and cut out several new routes, the principal being a short route connecting the north-west corner with Burnt Lake via the Nipissing river.

Fishing in the Park has been exceedingly good during the past year, and visitors, of whom there were many hundreds, were delighted, but their greatest delight was in being able to see so much wild life.

I consider one of the most gratifying results of the past year has been that notwithstanding the fact that much damage was done by fire to the north of us, we have scarcely suffered at all. True, we had many fires started, but by prompt action were enabled to control them. I should especially like to mention in this report that upon one occasion where there seemed to be great danger should a wind spring up, I wired Mr. Donald-

son, General Superintendent of this division of the G.T.R., and he at once sent up a special train with a large number of men to assist if necessary.

The black bass introduced some years ago have stocked the waters to the east of the Park for fifty miles, and grand black bass fishing is now had in sections where this the gamest of all fish was formerly unknown. I should like very much to see the rainbow trout introduced here.

The capercailzie introduced from Norway are, I believe, going to succeed. A number of young birds were seen last year. This bird, although large, is a very retiring shy bird, and therefore not often seen, but I trust in a few years they will become abundant in our woods.

I am Sir,

Your obedient servant,

GEORGE W. BARTLETT,  
Superintendent.

*Appendix No. 45.*

List of persons holding Cullers' Licenses, issued under the Ontario Cullers' Act, up to 31s December, 1908.

Name.	P. O. Address.	Name.	P. O. Address.
Anderson, M. M. ....	Almonte.	Bartlett, George W. ....	Warren.
Allan, James D. ....	Bracebridge.	Brown, Silas. ....	Klock's Mills.
Appleton, Erwin B. ....	Bracebridge.	Boland, W. G. ....	Eganville.
Albert, Andrew. ....	Ottawa.	Baulke, George R. ....	Aylmer, Que.
Adams, J. Q. ....	Longford Mills.	Bouchey, Arthur. ....	Massey.
Anderson, Patrick J. ....	Campbellford.	Buchanan, Mark. ....	Trout Mills.
Anderson, J. C. ....	Gravenhurst.	Barrett, W. J. ....	Thessalon.
Allan, Alfred. ....	Ottawa.	Bromley, Thomas. ....	Pembroke.
Allen, R. A. ....	Bannockburn.	Bremner, John L. ....	Admaston.
Aikens, Geo. M. ....	French River.	Breen, Bernard. ....	Garden River.
Appleby, Ridley. ....	Katrine.	Buie, Dougal. ....	Providence Bay.
Adams, James M. ....	Sault Ste. Marie.	Baker, Thomas. ....	Blind River.
Aylward, James. ....	Peterborough.	Blais, Felix. ....	Hull, Que.
Archibald, John L. ....	Keewatin.	Balsdon, George. ....	Keewatin.
Austin, Wm. G. ....	Renfrew.	Bromley, W. H. ....	Pembroke.
Anderson, Charles. ....	Little Current.	Bowers, Isaac. ....	Little Current.
Anderson, John. ....	Cartier.	Brown, Thomas. ....	Barrie.
Adair, Thomas Albert. ....	Gananoque.	Bass, Walter R. ....	W. Huntingdon.
Anderson, J. G. ....	Alpena, Mich.	Bates, Robert. ....	Kenora.
Alexander, Samuel. ....	Arden.	Binnie, Thomas. ....	Port Arthur.
Adams, Wm. ....	Westmeath.	Blair, William. ....	Keewatin.
Arkle, George. ....	Kenora.	Bick, Thomas. ....	Bobcaygeon.
Armstrong, Jas. Theodore. ....	McKellar.	Burke, John Thomas. ....	Midland.
Armstrong, Thomas J. ....	Arnprior.	Buchan, Sterling. ....	L'Original.
Acheson, Ira M. ....	Westmeath.	Brown, Joseph A. ....	Spanish.
Albert, Alfred E. ....	Ottawa.	Baird, P. C. ....	Rainy River.
Alma, John E. ....	Hawkesbury.	Brill, J. W. ....	Mine Centre.
Adams, George A. ....	Longford.	Beattie, Arthur W. ....	Arnprior.
Ansley, John Albert. ....	Thessalon.	Brock, H. S. ....	Ottawa.
Ansley, John Jenkins. ....	Thessalon.	Benson, John Bird. ....	Midland.
Ainsley, Alexander. ....	Spanish.	Brennan, Richard Lawrence. ....	Peterborough.
Apleton, E. A. ....	Kenora.	Brown, Hugh Risside. ....	Huntsville.
Arnill, William. ....	Iron Bridge.	Bryan, Frank. ....	Keewatin.
Adams, Fred. ....	L'Original.	Bennett, Edward Clinton. ....	Ahmie Harbor.
Alexander, R. Harvey. ....	Spragge.	Blaine, Harvie Thomas. ....	Orillia.
Alexander, J. Albert. ....	Spragge.	Borrett, Thomas. ....	Barrie.
Brophy, Michael Patrick. ....	Massey Station.	Bickell, James Manuel. ....	Sault Ste. Marie.
Boland, Abraham. ....	Cartier.	Buisson, William. ....	Sudbury.
Brown, Singleton. ....	Bracebridge.	Borrett, James A. ....	Sault Ste. Marie.
Barry, Thomas James. ....	Hastings.	Bliss, C. Lidden. ....	Sudbury.
Blanchet, Paul Frederick. ....	Ottawa.	Bray, James. ....	Kinmount.
Bird, W. S. ....	Parry Sound.	Bremner, Geo. ....	Arnprior.
Bayley, James T. ....	Gravenhurst.	Bromley, Samuel. ....	Pembroke.
Bell, Henry. ....	Ottawa.	Brown, A. C. ....	Fitzroy Harbor.
Beach, Herbert Mahlom. ....	Ottawa.	Berlinquet, Julius. ....	Opimicon, Que.
Barry, Thomas. ....	Millbridge.	Blastora, Fred. L. ....	Harwood.
Beatty, W. R. ....	Parry Sound.	Burns, Clifton H. ....	Little Current.
Brooks, Frederick William. ....	Mackay's Station.	Beaumont, Ernest. ....	Parry Sound.
Brown, Robert D. ....	Port Sidney.	Beattie, Alex. ....	Whitney.
Breed, Arthur G. ....	Penetanguishene.	Brennan, Reginald. ....	Gravenhurst.
Barnes, Thomas George Lee. ....	Muskoka Mills.	Boyd, Geo. ....	Gravenhurst.
Buchanan, Robert. ....	Coldwater.	Rissell, Geo. Thomas. ....	Trenton.
Beck, Jacob Frederick. ....	Penetanguishene.	Baxter, Richard. ....	Deseronto.
Bird, Joseph Manly. ....	Muskoka Mills.	Breeaugh, Edward. ....	Deseronto.
Boyd, John F. ....	Thessalon.	Boyd, Geo. A. ....	Thessalon.
Brandin, Martin W. ....	Peterborough.	Buchan, Frederick. ....	Arnprior.
Bell, John C. ....	Peterborough.	Barrett, Patrick. ....	Arnprior.
		Brundage, Alfred W. ....	Pembroke.



List of Persons holding Cullers' Licenses.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Brougham, Thomas.....	Eganville.	Callaghan, Thos., Jr.....	Campbellford.
Blair, Robert I.....	Arnprior.	Carson, Hugh.....	Kenora.
Benson, John W.....	Sturgeon Bay.	Calder, George.....	Woodville.
Beck, Chas. M., Jr.....	Penetanguishene	Callaghan, Dennis.....	Campbellford.
Beatty, W. J.....	Coldwater.	Corigan, Robt. T.....	Emo.
Burns, C. W., Jr.....	South River.	Cameron, John H.....	Kenora.
Bell, John Henry.....	Burk's Falls.	Carson, Melvin.....	Little Current.
Berry, Harold.....	Labelle, Q.	Cameron, John K.....	Spanish River.
Black, George.....	Barwick.	Cassidy, William.....	Little Current.
Bettes, John Hiram.....	Muskoka Mills.	Coons, Geo. Washington.....	Peterboro.
Brady, John.....	Renfrew.	Chisholm, Geo. Leopold.....	Sault Ste. Marie.
Brown, James.....	Buckingham, Q.	Clark, Wm. J.....	Birkendale.
Brooks, W. J.....	Blind River.	Carr, Herbert E.....	North Bay.
Bertrand, Allan.....	Nairn Centre.	Cochrane, Alfred L.....	Muldoon, Que.
Brinkman, Alex. B.....	Sault Ste. Marie.	Campbell, George.....	Fort Frances.
Black, Jacob.....	Barwick.	Chalmers, George James.....	Peterboro.
Beattie, W. J.....	Arnprior.	Caverly, David Charles.....	Parry Sound.
Bronley, William.....	Westmeath.	Campbell, Archibald J.....	Little Current.
Bissell, Harlie.....	Trenton.	Close, John L.....	Arnprior.
Brown, Robert.....	Starrat.	Carmichael, Donald.....	Arnprior.
Beaton, Hugh.....	Waubauskene.	Carty, John.....	Arnprior.
Bailey, Arthur.....	Parry Sound.	Cleary, Patrick M.....	Arnprior.
Burd, James Henry.....	Parry Sound.	Caldwell, Jas. M.....	Callander.
Bailey, Samuel James.....	Orillia.	Cushing, John J.....	Davidson, Que.
Burton, Tinswood.....	Renfrew.	Crebo, William.....	Thessalon.
Boyes, James.....	Huntsville.	Cullen, Michael J.....	Massey Station.
Brown, John.....	Rockdale.	Cuthbertson, William.....	Arnprior.
Brennan, Edward Scott.....	Sundridge.	Cars, Percy.....	Thessalon.
Bell, John Arguey.....	Klock's Mills.	Coghlan, Michael.....	Chapeau, Que.
Bromley, Edw. H.....	Pembroke.	Cameron, Alexander Gordon	Beauchene, Que.
Bliss, Lawrence E.....	Byng Inlet.	Cassaday, W. W.....	Emo.
Buee, Neil.....	Spanish Station.	Carter, Robert E.....	Fesserton.
Brazziel, Leonard.....	Spanish Station.	Coleman, Jos.....	Baysville.
Bowie, James.....	Bryson, Que.	Cardiff, George McDougall.....	Sudbury.
Barrie, Nicholas J.....	Ottawa.	Cameron, W. D.....	Kenora.
Burke, J. D.....	Kenora.	Crandall, F.....	Port Arthur.
Bowen, Thomas.....	Deseronto.	Campbell, James R.....	Eganville.
Brown, James F.....	Baysville.	Campbell, John A.....	Galleta.
Blastorah, Bernard.....	Harwood.	Caillier, Hyacinth.....	Arnprior.
Brannan, William H.....	Pembroke.	Chamberlain, Thomas.....	Bobcaygeon.
Campbell, Robert John.....	Flinton.	Cooper, David Allan.....	Millbrook.
Carpenter, John A.....	Arnprior.	Cox, Henry.....	Ballerica, Que.
Campbell, Alex. J.....	Trenton.	Currie, James.....	Ottawa.
Carson, James.....	Bracebridge.	Clarkson, A. E.....	Midland.
Campbell, J. M.....	Bracebridge.	Clairmont, E.....	Gravenhurst.
Campbell, Robert.....	Bracebridge.	Cameron, W. F.....	Sturgeon Bay.
Clairmont, Joseph.....	Campbellford.	Connolly, David.....	Gravenhurst.
Clarkson, Robert J.....	Parry Sound.	Campbell, P. C.....	Sault Ste. Marie.
Carruthers, Aaron.....	Hintonburg.	Cadenhead, Alexander.....	Midland.
Calder, Wm. J.....	Burk Lake.	Carpenter, R. J.....	Arnprior.
Chew, Joseph.....	Gravenhurst.	Christie, William Pringle.....	Severn Bridge.
Cole, James Colin.....	Ottawa.	Campbell, C. V.....	Sault Ste. Marie.
Cameron, Wm.....	Collin's Inlet.	Clegg, Samuel.....	Peterboro.
Cain, Robert.....	Midland.	Clairmont, William L.....	Gravenhurst.
Crawford, Stephen W.....	Thessalon.	Cook, Sydney P. W.....	Spanish Station.
Cochrane, George.....	Peterboro.	Corrigan, John.....	Baysville.
Coburn, John.....	Lindsay.	Chalmers, Alexander M.....	Peterboro.
Crowe, Nathaniel.....	Bobcaygeon.	Charlton, George A.....	Collingwood.
Cameron, Alexander.....	Norman.	Cahill, Thomas.....	Nosbonsing.
Chrysler, Frank R. L.....	Webbwood.	Chew, Manley.....	Midland.
		Cooper, James Eddly.....	Saurin.

List of Persons holding Cullers' Licenses.—*Continued.*

Name	P. O. Address	Name	P. O. Address
Cook, Reinhardt.....	South River.	Davis, William Albert.....	Bobcaygeon
Crowe, Cecil.....	Bobcaygeon.	Dickson, Robert Alexander..	Keene
Callaghan, Dennis.....	Trenton.	Dawkins, John.....	Gravenhurst
Collins, James.....	Barryville.	Doxsee, James E.....	Gravenhurst
Claffey, Edward D.....	Fort William.	Didier, L. P.....	Aylmer, Que.
Coyne, Phin.....	Chelmsford.	Devine, Patrick J.....	Sheenboro, Que.
Constantine, Eudore.....	Blind River.	Dinsmore, Richard.....	Huntsville
Cameron, Ewan.....	Gordon Lake.	Dunn, Percy E.....	Longford Mills
Campbell, Daniel N.....	Buckingham'm, Que	Duval, Chas.....	Halfway
Canniff, R. W.....	Kenora	Donlevy, James.....	Calabogie
Cassidy, S. C.....	Dunchurch	Doris, Patrick.....	Peterborough.
Charleson, John Baptiste...	Ottawa	Doris, John.....	Peterborough.
Comer, Billa F.....	Tweed	Donahoe, Michael.....	Erinsville.
Carter, George.....	Sundridge	Doran, W.....	Belleville.
Corrigan, Robt. T.....	Emo	Dickson, Robert R.....	Kippewa, Que.
Caswell, Grant.....	Coldwater	Donlevy, Wm. C.....	Rockcliffe.
Caswell, Geo.....	Coldwater	Duff, Chas. A.....	Stewartville.
Chemir, David A.....	Pembroke	Dean, James C.....	Kenora.
Clairmont, Philadelp L.....	Gravenhurst	Duff, Peter A.....	Claybank.
Crowe, Edgerton.....	Bobcaygeon	Duncan, Downey.....	Rainy River.
Castonguay, A. C.....	Chelmsford	Dougherty, J. M.....	Fort Frances.
Clark, Donald Allan.....	Port Arthur	Dunn, John F.....	Spanish Mills.
Charette, Herbert.....	Devlin	Dyke, Morris F.....	Blind River.
Christie, Uriah W.....	Fort Frances	Devitt, Frank.....	Dinorwic.
Clark, Joseph C.....	Fort Frances	Dickie, David.....	Port Arthur.
Crowe, Leslie.....	Bobcaygeon	Dupuis, Alfred.....	Keewatin.
Campbell, Duncan W.....	Stewartville		
Callahan, Thomas N.....	Arnprior	Enlaw, Oliver.....	Campbellford.
Clements, Albert James.....	Bent River	Ebert, Andrew P.....	Pembroke.
Carney, Albert.....	Sault Ste. Marie	Ellis, Alexander.....	Arnprior.
Collins, Arthur.....	Massey Station	Ellis, John.....	Westmeath.
Carter, George.....	Lavallee, Que.	Errington, Joseph.....	Sundridge.
Chitty, Alfred E.....	Kenora	Eddington, Henry John....	Parry Sound.
Cardiff, Richard J.....	Arnprior	Enright, Daniel.....	Port Arthur.
Conway, Thomas.....	Barry's Bay	Eager, James.....	Parry Sound.
Costello, Thomas M.....	Antrim	Elliott, Porter P.....	Mine Centre.
		Elliott, William.....	Cache Bay.
Didier, Hector.....	Mattawa	Edgar, J. E.....	Rat Portage.
Doran, Frank.....	Barryvale	Elliott, George E.....	Peterborough.
Dunning, E. Percival.....	Parry Sound	Edwards, Joseph K.....	Gillies' Depot.
Duff, R. J.....	Arnprior		
Durrill, John W.....	Ottawa	Fraser, John A.....	Kenora.
Dickson, John.....	Sundridge	Ferguson, Wm. H.....	Red Bay.
Dickson, Jas. L.....	Michipic'ten H'r	Forbes, Christopher McKay.	McLean's Depot.
Dobie, Harry.....	Sault Ste. Marie	Fitzgerald, E. Clair.....	Parry Sound.
Deacon, Charles.....	Sault Ste. Marie	Farrell, W. H.....	Ironside, Que.
Danter, R. W.....	Parry Sound	French, Lewis William.....	Byng Inlet.
Doyle, T. J.....	Eau Claire	Fraser, William A.....	Mattawa.
Dobie, Alexander R.....	Blind River	Finnerty, Patrick.....	Rochfort.
Darling, J. M.....	Wisawasa	Farnand, Frank.....	Diamond.
Dillon, John.....	Calabogie	Fulton, Philip S.....	Spanish Station.
Durrell, Jos Nelson.....	P'r't'ge du F'rt, Q	Fitzgerald, Ulyot C.....	Parry Sound.
Durrell, John.....	Callander	Fenn, George.....	Bracebridge.
Donally, Richard S.....	Sunbury	Fortune, Owen.....	Trenton.
Devine, William.....	Cook's Mills	Fraser, David.....	Norman.
Durrill, William.....	Nosbonsing	France, John.....	Collin's Inlet.
Draper, Patrick.....	Quyon, Que.	Ferguson, Ernest A.....	Baysville.
Davis, J. P.....	Bobcaygeon	Ferguson, Alpheu.....	Mattawa.
Dale, John Alexander.....	Birkendale	Ferd, John William B.....	P'r't'ge du F'rt, Q
Dinsmore, Chas. L.....	Huntsville	Ford, Charles.....	Wahnapiatae.
Drum, Patrick.....	Belleville	Findlay, J. H.....	Braeside.
Durham, Edgar S.....	Rosseau	Fraser, James.....	Renfrew.
Duquette, Chas.....	Webbwood	Fairen, Francis.....	Peterborough.

List of Persons holding Cullers' Licenses.—*Continued.*

Name	P. O. Address	Name	P. O. Address
Faulkner, Jos. ....	Fesserton.	Griffin, James. ....	Spanish River.
Fraser, Alexander Jr. ....	Westmeath.	Gordon, Alexander B. ....	Pembroke.
Fairbairn, William. ....	Calabogie.	Gareau, Noah J. ....	Pembroke.
Fraser, Wm. A. ....	Pembroke.	Gillies, D. A. ....	Carleton Place.
Fraser, Foster. ....	Pembroke.	Gilligan, Edward. ....	Mattawa.
Fraser, Wm. ....	Little Current.	Gladman, Charles. ....	Parry Sound.
Fraser, Hugh Alexander. ....	Pembroke.	Garrow, John D. ....	Ottawa.
Flaherty, John. ....	Lindsay.	German, William Burton. ....	Wahnapitae.
Fisher, Wm. ....	Trenton.	Gordon, Robert W. ....	Pembroke.
Fox, Thomas. ....	Deseronto.	Guertin, Nelson. ....	Petawawa.
Fallis, James W. ....	Sturgeon Bay.	Gardener, John. ....	Kenora.
Fairbairn, N. H. ....	Webbwood.	Gunter, Peter M. ....	Gilmour.
Friel, John. ....	Trenton.	Glennie, William. ....	Millbridge.
Fox, Charles. ....	Trenton.	German, Maurice J. ....	Fenelon Falls.
Featherstonhaugh, Wm. H'y. ....	Penetanguishene	Gillies, John A. ....	Braeside.
Friar, Schuyler. ....	Westmeath.	Goddin, Edward. ....	Griffith.
Farren, Joel. ....	Savanne.	Grant, Joseph. ....	Eganville.
Fraser, Duncan. ....	Big Forks.	Gilmour, James B. ....	Braeside.
Freestone, Walter. ....	Burk's Falls.	Gorman, Joseph P. ....	Sault Ste. Marie.
Fraser, John. ....	Bancroft.	Gordon, Thomas A. ....	Hall's Bridge.
Fitzgerald, D. C. ....	Spanish Station.	Gray, Albert H. ....	Biscotasing.
Foster, Wm. C. ....	Searchmont.	Gadway, John. ....	Parry Sound.
Frazer, Jas. C. ....	Spanish Mills.	Garrow, Edward. ....	Webbwood.
Fremlin, H. P. ....	Richards' Land'g	Golding, William. ....	Dorset.
Foster, Ed. G. ....	Sault Ste. Marie.	Gillies, Harry. ....	White Lake.
Farrel, Peter M. ....	Whitefish.	Gordon, Herbert C. ....	Nelson.
Fairhall, Edward. ....	Whiteside.	Gillespie, M. H. ....	Cook's Mills.
Fraser, Levi. ....	Bracebridge.	Griffin, William. ....	Huntsville.
Fiddes, James. ....	Rainy River.	Ganton, David. ....	Trout Creek.
Frawley, Frank. ....	Orillia.	Graham, George L. ....	Arnprior.
Fisher, George. ....	Sault Ste. Marie.	Graham, Frederick S. ....	Arnprior.
Filiatrault, J. A. ....	Blind River.	Gill, Cuthbert. ....	Orillia.
Farrier, John William. ....	Chapleau.	Graham, James Robert. ....	Kenora.
Finney, Benjamin B. ....	Fort Frances.	Graham, Thomas Jordon. ....	Byng Inlet.
Follis, Frank C. ....	Hawkesbury.	Gaudaur, Antoine Daniel. ....	Orillia.
Fortune, Percy H. ....	Blind River.	Gorman, Patrick. ....	Eganville.
Fraser, Wm. Foster. ....	Sault Ste. Marie.	Guy, Charles. ....	Fort Frances.
		Graham, George H. ....	Gillies Depot.
Griffith, Geo. F. ....	Pembroke.	Greer, George P. ....	Port Arthur.
Graham, John. ....	Arnprior.	Gill, Charles. ....	Fort Frances.
Golden, Jno. ....	Gilmour.	Gamey, William H. ....	Englehart.
Gunter, Henry M. ....	Trenton.	Gorman, Michael J. ....	Diver.
Goltz, Ernest. ....	Bardsville.		
Green, Forman A. ....	Gilmour.	Hurd, Cyrus. ....	Parry Sound.
Green, Samuel E. ....	Parry Sound.	Henderson, Albert E. ....	Burford.
Grant, John. ....	Flinton.	Hale, John B. ....	Sault Ste. Marie.
Green, Arthur. ....	Ottawa.	Hickerson, Melvin T. ....	Fort Frances.
Green, Norman McL. ....	Bancroft.	Howey, George H. ....	Fort Frances.
Gillis, John J. ....	Whitefish.	Hart, James. ....	Gilmour.
George, R. ....	Parry Sound.	Hayes, James. ....	Enterprise.
Gardiner, John. ....	Parry Sound.	Humphrey, T. W. ....	Gravenhurst.
Golden, Frank J. ....	Trenton.	Huckson, A. H. ....	French River.
Garson, Robert. ....	Thessalon.	Handley, Robert. ....	Douglas.
Gropp, August. ....	Penetanguishene	Howe, Alexander. ....	Queensborough.
Grozelle, Antoine D. ....	Muskoka Mills.	Hurd, Edwin. ....	Hurdville.
Goulais, James. ....	Peterborough.	Huff, J. S. Morris. ....	Arnprior.
Grayson, Charles. ....	Keewatin.	Halliday, Robert J. ....	Lindsay.
Gladstone, Harry E. ....	Cook's Mills.	Hutton, John. ....	Hutton House.
Guertin, Oliver. ....	Biscotasing.	Hutchinson, Wm. E. ....	Huntsville.
Gelinas, Frank. ....	Hull, Que.	Hogarth, Joseph Rowan. ....	Pembroke.
Gwynne, John. ....	Hawkesbury.	Humphrey, John. ....	Gravenhurst.
Gray, Frederick M. ....	Brule Lake.	Hill, Joshua. ....	Midland.
Graham, Edward G. ....	Wahnapitae.	Hall, David. ....	Lovering.



List of Persons holding Cullers' Licenses.—*Continued.*

Name.	P.O. Address.	Name.	P. O. Address.
Hartley, Charles.....	Peterborough.	Junkin, Henry.....	Marmora.
Hawkins, Henry Charles....	Blind River.	Johns, Frank.....	Nipissing Junct'n
Hines, Philip Wallace.....	Huntsville.	Jessup, Edward D.....	Cache Bay.
Hudson, John Lewis.....	Combermere.	Johnson, Frank N.....	Ottawa.
Hurdman, William H.....	Ottawa.	Johnston, John.....	Peninsular Lake.
Hughes, John.....	North Bay.	Johnson, S. M.....	Arnprior.
Howie, R. G.....	New Liskeard.	Jones, Frederick James....	Flinton.
Helferty, Dennis.....	Eganville.	Johnston, William A.....	Castleford.
Hamilton, Robert.....	Kenora.	Jervis, Henry.....	Wisawasa.
Hoppins, Abiram.....	Kingston.	Jones, William.....	Fenelon Falls.
Hoppins, Densmore.....	Kingston.	James, Martin.....	The Flats.
Maystead, John.....	Parry Sound.	Johnston, James.....	Fort Frances.
Henderson, John Irwin....	Bobcaygeon.	Johns, Alexander.....	Callander.
Hartley, William.....	Millbridge.	Jackson, John A.....	Barwick.
Higgins, John C.....	Peterborough.	Johnson, Thomas.....	Fort Frances.
Harrison, John Jr.....	Pembroke.	Kintree, Stuart.....	Little Rapids.
Hawkins, E.....	Le Breton Flats.	Kerby, John.....	Belleville.
Henderson, Charles.....	Bracebridge.	Kennedy, Robert.....	Marmora.
Halliday, Frank.....	Parry Sound.	Kirby, Louis Russell.....	Ottawa.
Hammond, W.....	Orillia.	Kennedy, Timothy.....	Enterprise.
Hall, Charles Asa.....	Penetanguishene	Kirk, Henry.....	Trenton.
Hearl, John.....	Callander.	Knox, Milton.....	Ottawa.
Howe, Isaac.....	Fort Frances.	Kinsella, Michael Pierce....	Trenton.
Halliday, James.....	Springtown.	Kitchen, D.....	French River.
Hurdman, J. A.....	Ottawa.	Kelly, Jeremiah.....	Sudbury.
Hawkins, Stonewall J.....	Meldrum Bay.	Kelly, Ferdinand.....	Mattawa.
Hinchcliffe, William.....	Gunter.	Kennedy, T. J.....	Arnprior.
Henderson, Arthur.....	Baysville.	Kenning, Henry.....	Pembroke.
Hillis, James M.....	Sutton West.	Kirby, D. F.....	Belleville.
Harris, Wm. Jr.....	Day Mills.	Kirkpatrick, David.....	Lindsay.
Hogg, W. J.....	North Bay.	Kean, John F.....	Orillia.
Hoxie, E. P.....	Katrine.	Kellett, Fred.....	Keewatin.
Hawkins, Walter.....	Pembroke.	Kelly, Michael J.....	Baysville.
Howard, James.....	Eganville.	Kirk, William James.....	Webbwood.
Howard, William.....	Baysville.	Kerr, E. G.....	Thessalon.
Hogan, Enos W.....	Savanne.	King, Napoleon.....	Mattawa.
Horne, John T.....	Fort William.	Kean, B. F.....	Orillia.
Hamilton, Chas. E.....	Kenora.	Kemp, Orval Wesley.....	Trenton.
Henderson, Leonard.....	Baysville.	Kirk, Charles Barron.....	Queensborough.
Hunter, Thos.....	Callendar.	Kingsland, W. P.....	Ottawa.
Hamilton, Robert J.....	Ottawa.	Kerr, John B.....	Arnprior.
Hawkins, William A.....	Pembroke.	Kennedy, Walter.....	Arnprior.
Herring, Edward C.....	Sebright.	Kennedy, John.....	Pembroke.
Hatch, J. W.....	Dryden.	Knox, Wm, M.....	Fesserton.
Hoard, Wm. Paris.....	Emo.	Kingston, Robert.....	Wisawasa.
Hartman, W. R.....	Blind River.	Kearnan, Edward.....	Blind River.
Hill, Ernest L.....	Hawkesbury.	Kearney, Michael John.....	Buckingham, Qu.
Hall, Samuel S.....	Marmora.	Kendrick, John.....	Burk's Falls.
Hasleton, Constantine.....	Killaloe.	Kendrick, John L.....	Burk's Falls.
Hamilton, A. J.....	Spragge.	Kennedy, John W.....	Ottawa.
Irving, Thos. H.....	Parry Sound.	Kelly, James F.....	Trout Creek.
Irwin, Eli.....	Kenora.	Kauffman, Julius.....	Blind River.
Irving, Edward C.....	Kenora.	Kennedy, Sylvester.....	Brule Lake.
Johnston, Ralph E.....	Port Arthur.	Kernahan, George A.....	Barwick.
Johns, Frank A.....	Toronto.	Kehoe, Martin.....	Huntsville.
Jackson, Robert.....	Brechin.	Kennedy, Daniel J.....	Spanish.
Johnson, Finlay.....	Bracebridge.	Leannoth, Francis.....	Arnprior.
Jones, Albert.....	Victoria Harbor.	Lee, James.....	Warren.
Johnson, Thomas.....	Bobcaygeon.	Lloyd, Alfred.....	Severn Bridge.
Johnston, Archibald M.....	Norman.	Lawrie, Frank A.....	Parry Sound.
Julien, Charles.....	Trenton.	Latimer, Jas.....	Frank's Bay.

## List of Persons holding Cullers' Licenses.—Continued.

Name.	P.O. Address.	Name.	P.O. Address.
Lemyre, Middey	Campbellford.	Malloy, Mark	Baysville.
Lutz, Jacob	Parry Sound.	Martin, Hugh	Sault Ste. Marie.
Luby, John E.	Ottawa.	Miller, R. O.	Gravenhurst.
Law, Wm. J.	Markstay.	Morrison, James	Toronto.
Lummis, Daniel	Glanmire.	Murray, Frederick	Huntsville.
Lowe, W. C.	Port Arthur.	Menzies, Archibald	Burk's Falls.
Londry, S. C.	Sault Ste. Marie.	Manning, James	Trenton.
Lochnan, James	Ottawa.	Martin, Philip	Stoco.
Link, Henry W.	Ottawa.	Malone, Wm. Pat.	Ottawa.
Ladarotte, John	Arnprior.	Marsh, Esli Terril	Trenton.
Lochnan, John	Aylmer, Que.	Miller, John W.	Huntsville.
Lozo, John	Trenton.	Muchinbacker, Asa	Rosseau Falls.
Loughrin, Lawrence	Pembroke.	Morris, George F.	French Bay.
Linton, J. H.	Parry Sound.	Murray, George, Jr.	Waubauskene.
Ludgate, James	Peterborough.	Maughan, Joseph	Fort William.
Lee, Robert	Huntsville.	Margach, Wm. J.	Port Arthur.
Langford, Mark	Baysville.	Murray, George, Sr.	Waubauskene.
Letherby, Edwin	Midland.	Manice, Wm.	Peterborough.
Leahy, Francis M.	Chapeau, Que.	Murray, Wm.	Kenora.
Langford, Henry	Baysville.	Morgan, Richard J.	Kenora.
Lessard, Philip	Kenora.	Magee, Thomas Arthur	Kenora.
Lovering, William James	Coldwater.	Murdoch, James	Cook's Mills.
Lane, Maurice	Bobcaygeon.	Mulvihill, Wm.	Arnprior.
Lenton, George	Peterborough.	Murphy, Arthur	Ottawa.
Lowe, Thos. A.	Renfrew.	Mayhew, Jacob	Northcote.
Livingston, Robert M.	Huntsville.	Molyneaux, George	Parry Sound.
Londry, William E.	Sault Ste. Marie.	Milway, Joseph	Fort William.
Labelle, James	Waltham, Que.	Mackie, Nathan	Port Arthur.
Labelle, Eli	Waltham, Que.	Milne, Archie	Arnprior.
Ladurante, J. D.	Ottawa.	Murray, James	Peterboro.
Ludgate, Theodore	Peterborough.	Moore, James A. E.	Lakefield.
Lucas, Frank	Sault Ste. Marie.	Merkley, William A.	Ottawa.
Lunam, Duncan	Collfield, Que.	Murphy, Hugh R.	Ottawa East.
Lott, George	Trenton.	Murphy, W. J.	Arnprior.
Lawrie, John D.	Parry Sound.	Murray, William	Markstay.
Lovering, George Francis	Coldwater.	McFarlane, Robert L.	Warren.
Lucas, R. G.	Christina.	Martin, Edgerton	Markstay.
LeBlanc, Edmund C. Chapeau	Chapeau.	Mathieson, Archie	Fort Frances.
Lavigne, John	Aylmer, Que.	Moore, Henry R.	Lakefield.
Landell, Charles S.	Huntsville.	Mickle, Chas. S.	Gravenhurst.
Long, Henry Elisha	Mattawa.	Mullen, James	Webbwood.
Lynch, W. H.	Collingwood.	Morley, A. W.	Winnipeg.
Laplane, Francis	Byng Inlet.	Macdonald, James M.	North Bay.
Lindsay, James	Arnprior.	Money, Harry	Haileybury.
Labelle, Michael	Arnprior.	Mather, Allen	Keewatin.
Legree, John	Dacre.	Menzies, Alexander	Sault Ste. Marie.
Legree, James L.	Calabogie.	Munro, Peter P.	Commanda.
Leigh, John Chas.	Gravenhurst.	Mason, Benjamin	Westmeath.
Lloyd, Edward B.	King.	Monaghan, John B.	Arnprior.
Lemyre, Bruno	Gravenhurst.	Monaghan, M. J.	Arnprior.
Lavelle, Charles H.	Canoe Lake.	Mulvihill, John	Arnprior.
Lyons, James	Waltham Sta., Q.	Moran, Andrew	Rockingham, Que.
Ledwood, Charles	Ottawa.	Mulvihill, Michael	Arnprior.
Levelle, Emery	Waltham Sta., Q.	Mann, John	Manitowaning.
Little, Theo.	Kenora.	Marrigan, Richard	Deseronto.
Lehman, Joseph	Stratton Station.	Monaghan, John Dorland	Deseronto.
Lafare, Mark	Cache Bay.	Matheson, Wm.	Chelmsford.
Leach, George	Vermilion Bay.	Munro, Alex. G.	Braeside.
Lott, Angus M.	Spanish Mills.	Murphy, Oliver A.	Marksville.
La Belle, Ambrose	Kenora.	Mellor, Charles	Port Arthur.
La Breen, Douglas	Kenora.	Millions, Harry	Gillies' Depot.
Lavelle, Michael J.	Blind River.	MacDonell, R. D.	Biscotasing.
Lyleton, J. E.	Parry Sound.	Milne, Fred	Trout Mills.

List of Persons holding Cullers' Licenses.—*Continued.*

Name.	P.O. Address.	Name.	P. O. Address.
Miller, P. H.	Blind River.	McDonald, Roderick.	Pembroke.
Munro, Philip.	Braeside.	McCormack, Wm.	Pembroke.
Mangan, Patrick.	Arnprior.	McCreary, William.	Arnprior.
Marcil, Peter.	Ottawa.	McCuag, James C.	Bryson.
Main, Samuel.	Spanish Station.	McColman, Peter.	North Bay.
Morley, Charles.	Huntsville.	McLeod, James D.	Gravenhurst.
Moore, David Henry.	Peterborough.	McCrimmon, N. K.	Blind River.
Murphy, John.	Arnprior.	McCreary, James, Jr.	Arnprior.
Mathieson, Daniel.	Chelmsford.	McPhee, Hugh.	Byng Inlet.
Milne, Wm.	Ethel.	McCudden, James.	Arnprior.
Mangan, Charles.	Burk's Falls.	McLachlin, J. A.	Arnprior.
Mooney, Lincoln.	Orillia.	Macpherson, John.	Ottawa.
Mangan, John.	Arnprior.	McEachren, John A.	Gravenhurst W.
Mooney, Thomas.	Kingston.	McLeod, Dugald.	Gravenhurst.
Mason, Robt. T.	Rochesterville.	McClelland, R. H.	Parry Sound.
Moore, Wm. John.	Gravenhurst.	McEvoy, Frank.	Campbellford.
Morrison, Donald.	Reay.	McDermott, Peter.	Orillia.
Moore, Wm.	Bobcaygeon.	McIlroy, John.	Madoc.
Mutchenbacker, Herman.	Rosseau Falls.	McNab, Robert J.	Parry Sound.
Moore, Norman.	Arnprior.	McFadden, James.	Ottawa.
Morley, John R.	Kenora.	McIntosh, James G.	Carleton Place.
Mackay, J. A.	Big Forks.	McInnis, Hector D.	Bracebridge.
Miller, Robt.	Montreal.	McKinnon, Malcolm.	Bracebridge.
Mackey, Levi Ralph.	Keewatin.	McLean, Daniel.	Bracebridge.
Morley, Frank W.	Kenora.	McKinnon, Archie J.	Bracebridge.
Madden, F. M.	Haileybury.	McKay, D. C.	Baysville.
McCaw, Joseph E.	Tweed.	McDonald, James.	Parry Sound.
McLaren, Peter.	Kenora.	McPherson, Allan.	Longford.
McGregor, Colin F.	Kenora.	McDonald, James P.	French River.
McKenzie, Robert.	Kenora.	McFarlane, Jos. C.	Port Severn.
McFadyen, A. J.	Bracebridge.	McNabb, Alexander.	Thessalon.
McCauley, Thos. J.	Goulais Bay.	McGillivray, Archibald.	Port Arthur.
McDonald, John C.	Spanish Mills.	McGrane, Edward.	Lindsay.
McKenzie, Alex. E.	Ansonia.	McLeod, Donald, Jr.	Keewatin.
McIntyre, John.	Arnprior.	McDonald, Hector R.	Thessalon.
McDermott, Thos.	Orillia.	McDougall, Duncan.	Bracebridge.
McDermott, Jas. E.	North Bay.	McNabb, Alexander D.	Warren.
McCordle, Jas.	Sudbury.	McCormack, John C.	Sudbury.
McGhie, Chas. S.	Whitestone.	McNamara, John.	Byng Inlet.
McGenigal, John H.	Whitby.	McGillivray, Duncan D.	Algoma Mills.
McCart, Patrick.	Arnprior.	McIntyre, Daniel A.	Klock's Mills.
McGrath, Thos. B.	Peterborough.	McGrane, Lewis.	Klock's Mills.
McCormick, James J.	Trenton.	McDonald, Sydney C.	Mattawa.
McCarthy, Wm.	Penelon Falls.	McGurn, Jno. J.	Buckingham, Que.
McAvoy, Owen.	Campbellford.	McKeown, Jno. Joseph.	Port Arthur.
McConnell, Lewis.	Fesserton.	McNeel, David.	Sault Ste. Marie.
McMullen, George.	Spragge.	McEwan, Andrew.	Thessalon.
McNab, Angus.	Burnstown.	McCool, Christopher L.	Cartier.
McColgan, C. H.	Quyon, Que.	McCollum, Donald.	Arnprior.
McCallum, Webster.	Arnprior.	McDowell, Wm.	Cache Bay.
McCagherty, Robert E.	Westmeath.	McConnachie, Roy Stewart.	Huntsville.
McNab, Archie.	Calabogie.	McDonnell, J. K.	Rat Portage.
McDonald, Malcolm.	Spragge.	McDonald, Alex. J.	Vermilion Bay.
McIvor, J. A.	Fort Frances.	McKay, D. A.	Rainy Bay.
McCulloch, M.	Kenora.	McMillan, James.	Kenora.
McDonagh, Rod.	Callander.	McPhee, Ronald.	Bracebridge.
McManus, James.	Arnprior.	McKay, George Donner.	Dorset.
McKinley, J. H.	Curran.	McWilliams, Maxwell	
McPherson, Jas. S.	Rama.	Theodore.	Peterborough.
McKinley, Edward C.	Toronto.	McLeod, John.	Keewatin.
McClelland, John.	Parry Sound.	McPherson, George.	Keewatin.
McFarlane, J. W.	Cache Bay.	McDougall, John D.	Kenora.
		McGregor, Duncan.	Burnstown.



List of Persons holding Cullers' Licenses.—*Continued.*

Name.	P.O. Address.	Name.	P.O. Address.
McLean, Peter W. ....	Sand Point.	MacCallum, Alexander. ....	Braeside.
McNichol, John. ....	Sudbury.	McRae, Farquhar. ....	Kenora.
McInnis, D. E. ....	Cache Bay.	MacCallum, Albert. ....	Arnprior.
McLaughlin, Samuel. ....	Waubauskene.	McGonigal, John. ....	Arnprior.
McCollman, John. ....	North Bay.	McConachie, John. ....	Huntsville.
McManus, John C. ....	Arnprior.	McKay, D. G. ....	Kenora.
McLean, John. ....	Blind River.	McDonald, James. ....	Peterborough.
McLeod, Norman. ....	Garden River.	McCulloch, John L. ....	Lonsdale.
McLean, James. ....	Blind River.	McConnell, James. ....	Mine Centre.
McNally, J. A. ....	Desbarats.	McIntyre, William John. ....	Port Arthur.
McNabb, Alexander. ....	Arnprior.	McDonald, Allen. ....	Big Forks.
McFarlane, Alexander. ....	Renfrew.	McLay, Albert. ....	Devlin.
McFarlane, J. D. ....	Stewartsville.	McQuarrie, Daniel. ....	Fort Frances.
McFarlane, Duncan. ....	Renfrew.	McNaughton, Daniel. ....	Bracebridge.
McKendry, Wm. B. ....	Arnprior.	McCagherty, William E. ....	Westmeath.
McPhee, Hugh. ....	Renfrew.	McDonald, John D. ....	Mattawa.
McPhee, John. ....	Arnprior.	McCagherty, Joseph T. ....	Westmeath.
McLachlin, Peter. ....	Arnprior.	McAdam, Arch. H. ....	Quyon, Que.
McLachlin, Alexander. ....	Arnprior.	McMurphy, Dugald, Jr. ....	Kenora.
Mackey, Edward. ....	Arnprior.	McCall, Alfred. ....	Kenora.
McEwan, Henry. ....	Trenton.	McRitchie, William. ....	Kenora.
McDonald, Alfred. ....	Peterborough.	McRitchie, Malcolm. ....	Kenora.
McGeary, John J. ....	Sundridge.	McDonald, John Harold. ....	Rydal Bank.
McDonald, Archibald W. ....	Gilmour.	McAuley, William Davis. ....	Sault Ste. Marie.
McGaw, John Gillen. ....	Queensborough.	McCallum, Thos. ....	Ft. William.
McCauley, Barney. ....	Trenton.	McWhinney, Fred. ....	Kenora.
McDougal, James T. ....	Klock's Mills.	McNairney, Hugh H. ....	Sudbury.
McInenly, Thomas. ....	Quebec, Que.	McKelvie, William. ....	Otter Lake Sta.
McBride, Archibald. ....	Arnprior.	Nescott, George. ....	Kenora.
McFarlane, Robert L. ....	Arnprior.	Newton, Frank. ....	Gravenhurst.
McGowan, Wm. ....	Parry Sound.	Newburn, Wm. ....	Parry Sound.
McLachlin, Norman. ....	Arnprior.	Niblett, James. ....	Arnprior.
McDonald, Laughlin. ....	Pendleton.	Niblett, Robert. ....	Osceola.
McIvor, William J. ....	Collins' Inlet.	Nevison, Herbert. ....	Kenora.
McKee, John P. ....	Sturgeon Falls.	Nicholson, John. ....	Owen Sound.
McGowan, Thomas. ....	Parry Sound.	Newall, John H. ....	Parry Harbor.
McDermot, Patrick. ....	South River.	Nolan, John. ....	Gravenhurst.
McKay, Angus. ....	South River.	Newton, Charles W. ....	Victoria Harbor.
McDonald, A. J. ....	Longford.	Nent, Charles. ....	Vermilion Bay.
McInnis, Angus D. ....	Gravenhurst.	Needham, John G. ....	Pakenham.
McKendry, Alexander. ....	Waubauskene.	Oullette, Joseph P. ....	Cutler.
McGuire, Timothy. ....	North Bay.	O'Neil, Thomas. ....	Bancroft.
McGrath, John. ....	Peterborough.	O'Neill, Daniel H. H. ....	Arnprior.
McWilliams, John Bannon. ....	Peterborough.	O'Leary, Patrick J. ....	Orillia.
McCagherty, Patrick. ....	Westmeath.	Oliver, Charles R. ....	Fesserton.
McKendry, Daniel. ....	Arnprior.	Overend, George J. ....	Longford Mills.
MacDonald, D. F. ....	Parry Sound.	O'Brien, Andrew. ....	Ottawa.
McManus, Thomas J. ....	Renfrew.	O'Brien, Frank G. ....	Arnprior.
Macfarlane, David R. ....	Ottawa.	Oliver, J. A. ....	Fort William.
McColgan, Edward. ....	Quyon, Que.	Owen, W. J. ....	Wabigoon.
McKay, John. ....	Emo.	O'Connor, John. ....	Hintonburg.
McKinnon, William. ....	Kenora.	Oliver, Darcy. ....	Wahnapiatae.
McKittrick, Frank R. F. ....	Kenora.	O'Connor, Wm. ....	Nosbonsing.
McMichael, Charles. ....	North Seguin.	O'Neil, James W. ....	North Bay.
McIlroy, Thomas Davis. ....	Madoc.	O'Donnell, Wm. ....	Penetanguishene
McDonald, Wm. Henry. ....	Trenton.	Owens, Richard. ....	Basin Depot.
McGaw, Wm. Thomas. ....	Callander.	O'Reilly, Patrick. ....	Cartier.
McMillan, L. ....	Callander.	O'Neill, Mark. ....	Renfrew.
McDermott, John L. ....	Orillia.	Orrill, John. ....	Trenton.
McDonald, Chas. M. ....	Pembroke.	O'Neill, Patrick. ....	Bancroft.
McPhee, Benjamin. ....	Pembroke.	Orde, Francis W. ....	Kenora.
McGee, John Edward. ....	Parry Sound.	O'Driscoll, Joseph. ....	Sault Ste. Marie.
Macfarlane, Mack. ....	Arnprior.		

List of Persons holding Cullers' Licenses.—*Continued.*

Name.	P.O. Address.	Name.	P. O. Address.
Pigott, John.....	Fitzroy Harbour.	Rawson, Charles Edgar.....	Coldwater.
Paul, Charles A.....	Sault Ste. Marie.	Ross, George.....	Waubashene.
Pattinson, Thos.....	Bracebridge.	Roberts, Percy T.....	Keewatin.
Price, A. E.....	Arnprior.	Ritchie, Wm. D.....	Little Current.
Presley, J. F.....	Ashton.	Ramsay, Robert.....	Arnprior.
Power, James.....	Bobcaygeon.	Ritchie, J. F.....	Arnprior.
Patzel, Adolph.....	Arnprior.	Ritter, Samuel G.....	Ahmie Harbor.
Plaunt, William B.....	Eganville.	Rothera, Charles F.....	Sturgeon Falls.
Plaunt, Joseph.....	Eganville.	Ryan, Alfred.....	Byng Inlet.
Porter, Charles C.....	Longford.	Rogers, Fred.....	Sault Ste. Marie.
Preston, R. E.....	Kenora.	Reid, George William.....	Fort Frances.
Petrie, George A.....	Fergus.	Robertson, John A.....	Kenora.
Pomeroy, Peter.....	Trenton.	Robinson, Wm.....	Bobcaygeon.
Perry, Pringle K.....	Byng Inlet, N'th	Reid, Joseph B.....	Lindsay.
Purcall, W. G.....	Ottawa.	Ross, Walter M.....	Ottawa.
Purvis, John.....	Parry Sound.	Ruttle, H. A.....	Carleton Place.
Porter, James.....	Uphill.	Richards, Benedict.....	Ottawa.
Pearson, John James.....	Lindsay.	Regan, John.....	Orillia.
Penney, Chas. G.....	Cache Bay.	Russel, Wm.....	Pembroke.
Pennock, James P.....	Hardwood Lake.	Ramsay, Charles.....	Sudbury.
Purdy, John A.....	Uxbridge.	Russell, Corsan L.....	Pembroke.
Playfair, R. J.....	Blind River.	Richards, Henry.....	Dacre.
Paterson, John.....	Wahnapitae.	Ryan, Wm.....	Killaloe.
Paterson, Alexander.....	Orillia.	Reid, John P.....	Spanish Mills.
Parke, James.....	Gravenhurst.	Ridley, Robert.....	New Liskeard.
Parquette, Oliver.....	Webbwood.	Riley, Charles W.....	Hutton House.
Palmateer, Sherman.....	Gravenhurst.	Raymond, Morris T.....	Spanish Mills.
Paget, George.....	Huntsville.	Rooney, Wm. H.....	Campbellford.
Pounder, Joseph.....	W stmeath.	Revell, J. O.....	Dryden.
Pell, Richard D.....	Arnprior.	Rankin, Anthony.....	Cache Bay.
Perry, Frederick.....	Port Arthur.	Ross, Angus.....	Orrville.
Paget, Charles Edward.....	Novar.	Robinson, Albert E.....	Washago.
Porter, Thomas Robert Mark	Dorset.	Robinson, Edward.....	Washago.
Pountney, E. J.....	Arnprior.	Robinson, Thomas G.....	Washago.
Pyburn, David J.....	Dorset.	Raycroft, William T.....	Sarnia.
Purdy, Geo.....	Hintonburg.	Roberts, Ivor M.....	Garden River.
Playfair, Andrew Wm.....	Sault Ste. Marie.	Revell, Lionel Oliver.....	W. Gravenhurst.
Pipe, Taylor.....	Haileybury.	Regan, Judd Patrick.....	Orillia.
Pipher, George E.....	Mowat.	Robins, Etna Rosedale.....	Orillia.
Pendee, David.....	Parry Sound.	Regan, John Jr.....	Orillia.
Piper, A. J.....	Blind River.	Ryan, James.....	Savanne.
Paget, Alfred H.....	Ahmie Harbor.	Rusk, Oscar W.....	Cache Bay.
Quinn, William.....	Peterborough.	Robinson, Thos. Geo.....	Bracebridge.
Quigley, Hugh.....	Penetang.	Rooksby, Wm.....	Campbellford.
Quirk, Thomas J.....	Petewawa.	Ramesbottom, Robt.....	Byng Inlet.
Robertson, D.....	Kenora.	Roy, Lewis.....	Arnprior.
Richardson, Frederick George	Trenton.	Riddell, Horace A.....	Galeta.
Richards, Richard.....	Tamworth.	Rowan, A. L.....	Sault Ste. Marie.
Riddell, Geo. Alexander.....	Rochesterville.	Ritchie, James A.....	Spragge.
Robertson, Lewis McLean.....	Dunchurch.	Ross, George Joseph.....	Schrieber.
Robinson, Wm. F.....	Bobcaygeon.	Smith, M. D.....	Fort William.
Reamsbottom, Wm.....	Mattawa.	Scanlan, William.....	Enterprise.
Richey, Evan.....	Brentwood.	Sutherland, D. H.....	Gravenhurst.
Randall, Lewis G.....	French River.	Spanner, John.....	Huntsville.
Richardson, Charles Marvyn	Trenton.	Shier, James D.....	Bracebridge.
Rochester, Daniel Baillie.....	Ottawa.	Spooner, W. R.....	Katrine.
Riddell, James.....	Ottawa.	Simpson, Alfred E.....	Wakefield.
Rice, Asa A.....	Hull, Que.	Souliere, John B.....	Ottawa.
Roberts, T. A.....	Huntsville.	Shields, James A.....	Carleton Place.
Ross, Andrew.....	Longford Mills.	Spargo, George.....	Ottawa.
Rose, Donald M.....	Kenora.	Smyth, W. H.....	Byng Inlet North
		Salmon, R. H.....	Baysville.



List of Persons holding Cullers' Licenses.—*Continued.*

Name.	P.O. Address.	Name.	P.O. Address.
Salmon, Alexander C.	Baysville.	Scully, Cornelius	Whitney.
Stremer, A.	Ottawa.	Savoy, Eutrope	North Bay.
Shields, Frank A.	Parry Sound.	Smith, Walter J.	Campbellford.
Stapleton, John J.	Ogidakie.	Seymour, John J.	Whitefish.
Sloan, William H.	Fort Frances.	Smith, Alex. R. C.	Burk's Falls.
Smyth, Job E.	Cache Bay.	Stewart, Richard M.	Chelsea, Que.
Sage, Nelson	Muskoka Mills.	Souliere, John H.	Canoe Lake.
Seymour, Edward	Whitefish.	Smith, Abraim G.	Quyon, Que.
Shaw, Thomas B.	Waubashene.	Swallow, C. H.	Day Mills.
Swanston, James	Peterborough.	Strave, A. M.	Mine Centre.
Simpson, William	Hall's Bridge.	Stewart, John	Fort Frances.
Sadler, Thomas	Lindsay.	Sullivan, George L.	Rainy River.
Smith, Patrick Albert	Norman.	Short, James.	Kenora.
Snaith, Wm. J.	Mattawa.	Shaw, Fred'k Jason	Thessalon.
Sinn, William F.	Arnprior.		
Sheppard, Wm. Joseph	Waubashene.	Taylor, Fred L.	Parry Sound.
Spears, Milton B.	Barry's Bay.	Thomas, Griff J.	Thessalon.
Stevenson, Arthur	Peterborough.	Thomson, R. D.	Biscotasing.
Stein, Paul.	Sault Ste. Marie.	Tait, Thomas B.	Burk's Falls.
Shaw, Alfred	Thessalon.	Taylor, C. M.	Gravenhurst.
Sequin, Napoleon	Spanish Station.	Thornton, W. D.	Longford Mills.
Scrim, Robert	Arnprior.	Trussler, Gilbert	Trout Creek.
Sharp, James A.	Sudbury.	Thompson, Geo. S.	Lindsay.
Shaneay, Harry S.	Cook's Mills.	Thompson, Frederick A. H.	Callandar.
Smith, Wm.	Ottawa.	Thompson, Francis Henry	Nosbonsing.
Stewart, Daniel	Braeside.	Train, A. C.	Rowan Mills.
Sheehan, Michael H.	Waubashene.	Turgeon, George	Cook's Mills.
Smith, Sydney H.	Bracebridge.	Thayer, William	Sault Ste. Marie.
Stewart, James A.	Pembroke.	Thompson, Alexander W.	Arnprior.
Sproule, Newton H.	Schomberg.	Taylor, Thomas G.	Gravenhurst.
Simmons, Alex.	Port Arthur.	Trowse, A.	Arnprior.
Scott, Thomas	Parry Sound.	Tucker, Louis A.	Fort Frances.
Smith, Lawrence	W. Saginaw, Mich.	Thompson, Daniel	P't'ge du F'rt, Q.
Shea, Stewart	Campbellford.	Thompson, Richard	Kenora.
Sullivan, John	Sault Ste. Marie.	Thompson, Joseph H.	Bracebridge.
Sinclair, Finlay	Sudbury.	Taylor, Edward A.	Westmeath.
Shiels, Henry F.	Cartier.	Tait, Ralph	Arnprior.
Smith, Gideon Ousley	Burk's Falls.	Train, William	Burk's Falls.
Smith, John Wallis	Theford.	Turner, Garvin F.	North Bay.
Smith, Henry G.	Arnprior.	Tilson, Joseph	Burk's Falls.
Story, John A.	Ottawa.	Tuffy, John	Cartier.
Sweezy, Benjamin	Massey.	Thorpe, Thos.	Pembroke.
Sheppard, Charles H.	Coldwater.	Taylor, Chas. E.	Gravenhurst.
Sinclair, Armon D.	Arnprior.	Tench, Arthur	Hekkla.
Smith, Sidney E.	Ottawa.	Tulloch, William A.	Sault Ste. Marie.
Sleeman, Wm.	Rapid River.	Taylor, Alex. M.	Burnstown.
Sheeman, Peter F.	Loring.	Toner, J. A.	P't'ge du F'rt, Q.
Sleeman, Geo.	Rapid River.	Thrasher, Henry G.	Pembroke.
Sims, William K.	Sault Ste. Marie.	Tooke, Frank	Bala.
Skahill, William	Blind River.	Thorburn, Donald James	Thessalon.
Shaw, George	Thessalon.		
Sarsfield, George Francis	Sault Ste. Marie.	Udy, Dean	French River.
Standish, William H.	Batchawaning	Urquhart, Elias	Gravenhurst.
Simpson, William A.	Lakefield. [Bay.	Urquhart, Andrew	Barrie.
Scollard, Wm.	Young's Point.		
Shuttleworth, Alma	Trout Creek.	Vigrass, Percy J.	Dufferin Bridge.
Shanacy, Wm. J.	Sprague.	Vincent, Joseph	Warren.
Seely, George	Arnprior.	Vollin, Samuel	Nosbonsing.
Stewart, Alex. W.	Lanark.	Vannier, Nelson Joseph	Bobcaygeon.
Soreny, William	Braeside.	Vincent, James	Fesserton.
Schneider, Frederick	Cache Bay.	Vincent, Henry T.	Port Sidney.
Smith, James D.	Rat Portage.	Vanderburg, Norman	Wisawasa.
Sullivan, Jas.	Aylmer, Que.	Valois, Armand	Mattawa.
		Villiers, Claude	Parry Sound.



List of Persons holding Cullers' Licenses.—*Concluded.*

Name.	P.O. Address.	Name.	P.O. Address.
White, Thomas S.....	Bracebridge.	Webster, Wm. Alfred.....	Bracebridge.
White, A. Thomson.....	Pembroke.	Wornsdorf, Frederick Gutle	Pembroke.
Watt, R. A.....	Spanish.	Warrell, Wm.....	Trout Creek.
Wilkins, Hughes.....	Blind River.	Wims, Peter.....	Blessington.
Wallace, T. William.....	Blind River.	Wickware, Phillip Almonte..	Cloyne.
White, Joseph W.....	Bracebridge.	Wilson, Edward.....	Deseronto.
Watson, Wm.....	Huntsville.	Whelan, P. J.....	McDougall.
Webb, Geo. W.....	Parry Sound.	Whyte, John Thomas Goth..	Ottawa.
Wilcox, Thomas.....	Parry Sound.	Watterworth, J. A.....	Sault Ste. Marie.
Wheeler, J. A. McL.....	Tamworth.	White Wm. James.....	Muskoka Falls.
Widdifield, C. H.....	Pine Orchard.	Warrell, George.....	Powassan.
Whitmore, Edgar.....	Rosseau Falls.	Wells, George W.....	Little Current.
Wright, L. B.....	Sault Ste. Marie.	Wilson, Frederick Gould...	Kenora.
Ward, Joseph W.....	Ottawa.	Wallace, John Thomas.....	Thessalon.
Wilkinson, W.....	French River.	Wilkins, George N.....	Baysville.
Waldie, John E.....	Victoria Harbor.	Wylie, Byron M.....	Webbwood.
Wigg, Thomas G.....	Thessalon.	White, Allan.....	Pembroke.
Wall, Patrick B.....	Cheboygan, Mich.	Warner, Franklin H.....	Fort Frances.
Wells, John R.....	Little Current.	Watts, George.....	Fort Frances.
Whiteside, John.....	Huntsville.	Wood, Thos.....	Parry Sound.
Watt, Wm.....	Peterborough.	White, William.....	Peterborough.
Wilson, George.....	Lindsay.	Woods, A. L.....	Kenora.
White, Thomas.....	Parry Sound.	White, John B.....	Kippewa, Que.
Wood, William D.....	Sault Ste. Marie.	Whelan, Peter M.....	Renfrew.
Watts, John J.....	Fort Frances.	Wilson, David.....	Kearney.
Webster, George F.....	Fort Frances.	Weston, Cecil.....	Dorset.
Wright, Percy.....	Fort Frances.		
Watts, William B.....	Fort Frances.	Younge, Harvey D.....	Fort Frances.
Watson, Wm.....	North Bay.	Young, R. H.....	Fort Frances.
Wagner, Fred.....	Kenora.	Yuill, John Albert.....	Braeside.
Wainwright, Edward C.....	Huntsville.	Young, Wm.....	Severn Bridge.
Wilson, Wm. James.....	Deseronto.	Young, A. J.....	Cache Bay.
Weston, Frank R.....	Midland.	Young, Samuel.....	Coldwater.
White, James B.....	Manitowaning.	Young, Patrick P.....	Young's Point.
Warren, Robt. M.....	Cache Bay.	Young, Francis G.....	Young's Point.
Wilson, Geo. A.....	Balsam Hill.	Yuill, Thomas.....	Arnprior.
Welch, Harold.....	Milberta.	Yuill, A. D.....	Braeside.
Wilson, James A., Jr.....	Webbwood.	Young, C. T.....	Harvey.
Woods, John R.....	Antrim.	Yuill, John Alex.....	Arnprior.
Wardell, Ernest C. S.....	Victoria Harbor.	Yuill, Archibald.....	Bracebridge.
Woods, Joseph F.....	Roach's Point.	Yuill, Wm.....	Braeside.
Whaley, Thomas.....	Huntsville.	Total, 1,311.	

AUBREY WHITE.  
Deputy Minister.

*Appendix No. 46.*

## THE FOREST RESOURCES OF ONTARIO.\*

BY MR. AUBREY WHITE, DEPUTY MINISTER OF LANDS AND FORESTS.

*Mr. President, Your Excellency, Your Honour, Ladies and Gentlemen:*

At the request of Mr. Southworth I promised to read a paper at this meeting of the Forestry Association. I have chosen as my subject the forest resources of Ontario, and I hope to give you some information that may prove interesting and instructive.

I thought in the first instance that perhaps an estimate of the timber still growing on public lands, its whereabouts and its value would sufficiently cover the ground but on thinking over what would be instructive to you, I thought I ought to be a little historical and give you some idea of how we have disposed of our timber, why we sold it, what we have received for it, how much still stands on licensed lands, and last but by no means least, on that branch of the subject, how we are endeavouring to protect and conserve it; then, dealing with the other branch of the subject, to give you some idea of how much timber is on the undisposed lands in Ontario, where it is situated, and what efforts we are making to protect it.

In the first place, let me say what I am sure will be new to you, that when Confederation took place, we found that 12,000 miles of Ontario's best pine timber, the easiest of access, had already been placed under license. 10,000 miles of this territory was disposed of at fifty cents a mile with no bonus, and 2,000 miles of it at fifty cents per mile with very small bonuses, the whole 2,000 bringing about \$100,000. The timber so disposed of was along the Ottawa River to the head of Lake Temiskaming, along and tributary to the Mississippi, the Bonnechere, the Madawaska, the Petawawa, the Mattawa and the Amable du Fond, all these streams being tributaries of the Ottawa River. In the centre of the Province the timber on the Trent and its tributaries had been disposed of. In the West the timber on the Nottawasaga, the Severn, the Muskoss, the Moon, the Seguin and the Magnetawan River flowing into Georgian Bay had been placed under license. The timber on this immense area was subject only to Crown dues at fifty cents per thousand, payable as the timber was cut.

Almost immediately after Confederation the Government of the Province of Ontario had to consider ways and means, and one of the first things it did was to pass regulations increasing the ground rent from fifty cents to \$2 a mile, and the Crown dues upon timber from fifty cents per thousand to seventy-five cents per thousand. It also passed new Crown Timber Regulations, which provided that all timber limits should for the future be sold by public auction.

The Legislature in the year 1868 passed what is known as the Free Grants and Homesteads Act, which provided for the giving away as free grants to actual settlers of practically all the immense territory lying between the Ottawa River and the Georgian Bay. This region was known to contain large quantities of pine timber, and it was evident that there would be enormous expenditure required to open it up with roads, erect public buildings, and provide for the Administration of Justice. The Government, therefore, reserved from free grant locations all pine timber until the patent issued,

\* Paper read at Tenth Annual Convention of the Canadian Forestry Association.

except that a settler might take what he required for building, fencing, etc., and remove what was in the way of clearing his land. Settlement immediately began to flow into Muskoka, and it was necessary to sell the timber out of the settlers' way. Accordingly, what was the first Timber Sale of new territory was held in the year 1871; 487 miles were offered for sale; a condition was imposed that no pine trees below the diameter of 13 inches on the stump should be cut, and for the purpose of that sale the Crown dues were raised to \$1.50 per thousand. Notwithstanding these conditions \$241 per mile bonus was realized. The increased dues, however, were reduced in 1876 to 75 cents, the same as existed elsewhere. This action was taken on account of a depression in the lumber trade then prevailing. The diameter limit was never enforced because it was found that if the licensee left the small trees the settler cut them, or they were destroyed by fire.

In 1872, 5,031 miles of territory on the north shore of Lake Huron was sold as timber berths, and other sales have been held from time to time down to the present.

Generally speaking the causes leading to the sales were the advance of settlement, the danger of fire, to enable mill-owners to obtain timber supplies, the necessities of revenue, etc. All the sales were held by public auction after due advertisement, and it is fair to assume, therefore, that the value of the timber at the time it was sold was obtained.

The sale of 1872 covered an enormous area, almost one half what has been sold since Confederation. It was evidently in advance of the necessities of the time, as an enormous quantity of pine timber is still standing on the territory then sold, after 36 years' cutting. The timber on this territory has changed hands many times, always at largely increased values. The dues and ground rent remained the same until the year 1887, when the Government determined to increase them so as to share in the increment of value that had taken place. The ground rent was advanced from \$2 to \$3 per mile, and the dues from 75 cents to \$1 per thousand. There was a large sale in 1887.

In 1890 we had a sale in the Rainy River region, which had just come under the control of the Province. For the purpose of that sale, the dues were \$1.00; pine timber only was sold, and for the first time it was provided that timber cut on these limits should be sawn in Canada.

In 1892 we had another large sale, in which the dues were fixed at \$1.25 and the ground rent remained the same. The condition in the 1890 sale, that logs must be sawn in Canada, was not attached to the conditions of the 1892 sale. Subsequent to the sale of 1892, there came an agitation in connection with the export of our logs, and in 1897 a regulation was passed, afterwards ratified by Act of the Legislature, that all logs cut on licensed lands of the Crown must be sawn in Canada, and that condition has prevailed ever since. The condition has been extended to spruce and hemlock, so that now all pine trees, spruce trees and all hemlock trees cut on licensed lands of the Crown must be manufactured in the Dominion of Canada. The right of the Province to attach this condition to its licenses was the subject of litigation, but the Province's action was sustained and this leak of our natural resources was stopped, and great development in our Northern districts was another result. Since then we have had other sales, in which a time condition for the removal of the timber was inserted, and at the last sale by public auction in 1903 the ground rent was increased from \$3 to \$5 per mile, and the dues to \$2 per thousand B. M. Notwithstanding the time limit, the increased dues and ground rent, the average bonus at this sale was considerably over \$4,000 a mile. Since 1904 we have sold some small areas and



applied the condition that the bid must be by the thousand feet, so that we shall receive pay for all the timber that is upon the territory, and the purchaser will only pay for what he gets. The ground rent has been continued at \$5 per mile, and the dues at \$2 per thousand. Upon one berth which was sold in this way the highest bid was \$10.52 per thousand feet bonus, in addition to \$2 per thousand dues and \$5 per mile ground rent. Under these new regulations the Department measures the timber so as to make sure that we shall get the full return.

I have sketched for you the principles that have guided us in our timber sales, and the changes in the regulations that have been made. Now at the end of 41½ years, we find that we have sold in that period about 12,000 miles or the same extent of territory that was under license when we took over the management of the timber. For that timber we have received in bonus, ground rent and timber dues about forty million and a quarter of dollars, nearly a million dollars a year, and in the same period we have received for lands and mines over nine million of dollars, so that our total revenue from lands, timber and mines in forty-one and a half years has been fifty million and a quarter of dollars. To this extent the people have been relieved of taxation by the sale of the natural resources of the Province. Now in that period of forty-one and a half years we have cut and disposed of twenty four billions of pine, or an average of five hundred and seventy-eight millions per annum. We hear a great deal about the rapid cutting away of our timber but there has been no marked increase in quantity in the past ten or eleven years. In 1896 to 1907 inclusive the average cut was only six hundred and seventy-three millions per annum, and for the last two years the cut has been seven hundred and ten millions per annum or an increase of thirty-seven millions over the average of the last eleven years, and this is largely attributable to railway construction in the West, and I may say that a very large percentage of it consisted of jackpine.

I have taken considerable pains to ascertain what we still have on licensed territory. I have had inquiries made from the quarters best able to furnish accurate information, and then have got the opinions of our own men, who are familiar with the region, and as a result of that inquiry we estimate that there is about seven billions of feet B.M. of red and white pine standing on our licensed territory, besides jack pine, hemlock and spruce, of which there are also large quantities. Hemlock has been called the "skim milk" of the forest. Well, when we cannot get cream or fresh milk we are glad to get skimmed milk, and it may be said of our hemlock that it is coming more and more into use for purposes for which pine is too expensive. Of the jack pine it may be said that it is rapidly increasing in value as its adaptability is admitted for railway purposes, especially ties. Millions of ties are now got out consisting principally of jack pine timber. Spruce will soon be as valuable as pine.

The preservation of this timber from destruction by fire is a matter of hourly concern, I may say, to the Minister of the Crown responsible for the management of our timber. Now it will be asked, What have you done to protect this great heritage from destruction? Well, I may say that ever since the year 1885 we have had a staff of fire rangers each season on licensed territory. We say to the licensees, who are men of all schools of political thought: How many men will you require to protect your limit from fire during the coming season? They give us the number and they select the men who shall do the ranging. It may be fairly assumed that they choose men who are familiar with the territory, and who are capable of doing the work. We give them instructions and furnish them with literature to hand

to everyone with whom they come in contact, in which the law and the regulations are set out. We caution them not to be overbearing or to irritate the persons they meet, but to endeavour to enlist their sympathy by every possible means in the work of protecting the forests. We oblige the railways running through the back country to pay for the services of fire rangers placed along their roads for the purpose of preventing the forest from being destroyed. We select these men and we place them at short intervals along the roads so that they keep in touch with each other, and put out fire wherever they discover it. On some railways we furnish them with velocipedes so that they can follow the train from one section to another and so on; thus if sparks are thrown or coals dropped by the locomotive and a fire occurs, it is put out before it has time to assume any proportions. We have divided the licensed territory into divisions, and we have put a supervising fire ranger over each division, so that he may visit the rangers, and see that they are on duty and performing the work for which they are paid. The licensee also has a supervision of them and gets reports from them from time to time. We pay half the wages and expenses of rangers upon licensed territory and the licensee pays the other half. This service has inculcated a respect for authority, and a desire to aid and assist in the prevention and extinguishing of forest fires. We issue circulars periodically, asking the licensees the effect of the service, the quantity of timber damaged, and inviting suggestions which will improve the service. The quantity of timber destroyed this year is small and none of it will go to waste. Under instructions the fire ranger reports immediately the occurrence of a fire, its locality and the quantity of timber damaged, and so the licensee is able to lay his plans to cut the timber before it goes to waste. The expressions of opinion from time to time have been commendatory of the service, and the only improvement that has been suggested is that we should increase the number of fire rangers. As an illustration,—last year we had on licensed lands 329 rangers, and our share of the wages and expenses was \$46,600, the licensees paying an equal amount. On railways we had 147 rangers, costing for wages and expenses \$53,235. There has, therefore, been an expenditure during the last year upon fire ranging on railways and licensed lands of \$146,478, apart altogether from what is spent on forest reserves, and unlicensed territory.

Our greatest trouble on licensed territory is in cases where townships are open for settlement, and at the same time under license. The interests of the licensees and the settlers come in collision, and it is a most difficult thing to hold the balances between them. Recently my Minister has adopted the system of inspecting lands applied for before a location or sale is made. This inspection is made by an officer called a Homestead Inspector, and he notifies the timber licensee and the applicant for the land when he will make his inspection, and upon the result of his inspection our action is based. Lots that have quantities of valuable pine timber upon them or that have not fifty per cent. of land suitable for cultivation, we do not as a rule locate, and so we are decreasing the taking up of lands for the purpose of despoiling them of their timber. In the case of townships that are not open, we now inspect them before putting them on the market, and if they are rough and not suited for settlement or valuable for their minerals, we do not open them. We do not always satisfy the diverse interests; sometimes the lumberman is dissatisfied and sometimes the settler, but at any rate our action is a common sense method to elicit the truth; our own officer has no axe to grind and the presence of the settler and lumberman enables them to put their views before him. On the whole I think it may be said we have been careful in our management of the timber, only selling as necessity compelled us and we



have obtained a fair value of the timber sold, and endeavoured by every means possible to prevent it from destruction by fire. This closes what I have to say about licensed territory.

We now come to the question of what timber there is on unlicensed territory. For convenience of thought we will draw a line, say from the Town of Mattawa up the river of that name, thence across Lake Nipissing and down the French River to Georgian Bay, and say that the timber territory we are now going to speak about lies north of that line. Then we will divide that great region into three areas about which we will speak separately. First,—all territory east of Port Arthur and south of the waters flowing into Hudson Bay. Second,—all territory east of Port Arthur lying north of the height of land and on the Hudson Bay slope. Third,—all territory west of Port Arthur in the Thunder Bay and Rainy River Districts.

Our policy in recent years has been to keep from settlement areas on which we know there are considerable quantities of pine timber or spruce, and which are not deemed to be suitable for farming purposes. Therefore, in the first of the above divisions, in which is the bulk of our white and red pine, we have set aside the following forest reserves: Temagami, area 5,900 square miles; Mississauga, area 3,000 square miles; Nipigon, area 7,300 square miles, and Thunder Cape, 80 square miles, a total of 16,280 square miles, or an acreage of 10,419,000. On each of these reserves, except the Thunder Cape, we have a chief ranger with a staff of fire rangers under him, who during the heat of summer patrol and move about continuously through the reserves, keeping an eye on all persons passing or having business there, handing them pamphlet copies of the law with respect to forest fires and inculcating a spirit of care, and when necessary bringing offenders to justice. The force is large in the summer months, but is reduced in the winter, when the prevention of trespass is the only service called for.

The Temagami reserve is a very important one, and it contains a large quantity of pine timber, variously estimated at from three to four billions of feet B.M. A large percentage of this timber is of first class quality, and from its situation it will bring a large stumpage price per thousand feet. The timber will go partly down the Ottawa waters and partly down the Sturgeon to the Georgian Bay. I think we are safe in assuming that on this reserve there is about three and a half billions of white and red pine. We are surveying it into blocks, and estimating it from year to year, and shall know with some degree of closeness what the quantity of timber is. I need say no more to impress upon you the wisdom of creating it a forest reserve, and of guarding it carefully. In this reserve we had last year a staff of seventy rangers at a cost of about \$30,000. We had no serious fires and very little timber was damaged. This reserve is the subject of a good deal of anxiety at the present time. We may be said to have an embarrassment of riches in it. There is the pine timber growing on the surface, and below there is the silver mine. How the silver is to be taken out and the timber protected is one of a sort of questions that we have to deal with, and which are calculated to turn a Minister's hair grey. But one thing is certain, we shall have to increase our staff of rangers in this reserve.

North of the Temagami reserve extending through to Abitibi, north and west of the Fredericthouse River, we have found some blocks of pine timber, not any large areas, but sufficient to warrant the opinion that we shall find in that region some 250,000,000 of feet. Then south of the Temagami reserve are a number of townships still in the Crown, containing a large quantity of first class white pine timber. This timber will go down the Sturgeon River and its tributaries to Georgian Bay, or it can be manu-



factured on Lake Nipissing and the lumber shipped by rail. Having regard to the quality of this timber and its accessibility, it has as high a stumpage value, perhaps even higher, than the Temagami timber. Each year we have had a staff of fire rangers on duty on these townships, and so far we have been successful in keeping out forest fires. There is no settlement threatening the timber, and we will not allow any at present. In this area the berths are surveyed, and we have estimators each year, and we shall soon have an accurate idea what the actual quantity there is. At present it is estimated at two billions of feet B.M. In territory north and west of Temagami reserve, extending westerly towards Port Arthur, and covering Lake Nipigon and tributary waters, our explorers have come across blocks of pine here and there, some of it north of the height of land, and some of it south. I think we may fairly put the timber in that region at say a billion and three-quarters. There is no settlement as the region is far away from railway communication. We have not much information about this region beyond the reports of surveyors and our explorers, but we think we shall be within the mark in placing the quantity of pine that will be found there at a billion and three-quarters of feet B.M.

In this division is situated the Nipigon forest reserve, in which there is a considerable body of pine, notably up the Gull River, but it was to protect the spruce and pulpwood growing in that great reserve and the game and fish that it was primarily set apart. Here there is a chief with his staff of rangers to protect the territory. Owing to the stream of travel that is going up to the construction of the Transcontinental, considerable vigilance is necessary. There have been some fires during the past year, but none that have done any great damage. We had 22 rangers in this reserve last year at a cost of some eight or nine thousand dollars.

Thunder Cape reserve is only 80 miles in extent and it was set apart to protect the timber on the promontory called Thunder Cape and to preserve it from destruction by fire. The Crown timber agent at Port Arthur is *ex-officio* fire ranger in this reserve.

Then on the Mississaga River which flows into the Georgian Bay, we have created a forest reserve with an area of 3,000 square miles, or 1,920,000 acres. On this we had last year a staff of 21 men at a cost of \$7,600. A little timber was damaged by fire just at the close of the season, which we are now offering for sale. The fire rangers there are constantly on the move, keeping strict surveillance of the territory and of travellers who pass through it. Everywhere printed copies of The Fire Act are posted up, especially at the ends of portages, and everyone coming in contact with a ranger is given a pamphlet copy. We have also surveyed this reserve into blocks and are carefully estimating the timber, but it will take some time to complete the estimate. The timber in this reserve is so close to Lake Huron and so easily lumbered that it should bring a very high stumpage. The quantity of pine on this territory has been estimated at from three to four billions of feet. There is no settlement near the reserve, and no active mining within its boundaries, so it is reasonably safe. I am assuming for the purpose of this paper that there is three billions of feet B.M. upon this reserve. Outside of this reserve on territory tributary to streams running into lakes Huron and Superior, and also to the Algoma Central Railway, we have found considerable quantities of pine on separate areas. In this territory we have had fire rangers each year, and as the Algoma Central Land Grant is situated in it, they too have had fire rangers. From the estimate made by them, and from our own reports we are of opinion that there is at least seven hundred and fifty mil-

lions of feet B.M. of red and white pine there. This timber is also valuable on account of its accessibility.

Now in the territory west of Port Arthur, that is in the Thunder Bay and Rainy River Districts, we have a very large body of pine timber, much greater than we believed to be the case some years ago. We have kept a staff of fourteen rangers on this territory last season, adjacent to Rainy River, Quitico River and Hunter's Island, and so far no serious fires have occurred. A few years ago we had various opinions as to the quantity of pine in this region. We are getting a better knowledge of it, and from the receipt of information from those who are well informed, we have reason to believe that the quantity, as I said, greatly exceeds all former estimates. One of our most expert men, who has travelled over it frequently and knows the country, some years ago expressed the opinion that there was a billion and a quarter of feet B.M. of pine in that region. He has now had the opportunity of seeing what the territory we have sold there cuts out, and is better able to form an opinion as to what will be produced. He is now of opinion that south of the C.P.R. in the territory from Port Arthur to the western boundary we have probably two billions of feet B.M. of pine, and in the territory north of the C.P.R. in the same district, about three hundred millions of feet B.M. This timber, owing to its proximity to the prairie country, and to the immense railway construction that has taken place, has also a very high stumpage value. I may say that much higher estimates as to quantity have been placed upon this territory than I am taking, but I am taking for my figures what I regard to be the best authority.

I now come to the great region lying north of the height of land on waters flowing towards Hudson Bay. Here in the not distant future will, in my opinion, be found our greatest timber asset. This northern slope is covered with a great growth of spruce timber, becoming smaller in diameter, of course, the further you go north, but all the timber there will come into use if we can preserve it from destruction. For my present purpose I will take only the best spruce area on that slope, commencing at the eastern boundary of the province and extending along the route of the Transcontinental, 400 miles, with an average width of 100 miles to the south and 50 miles to the north of the line. On this territory there is estimated to be 250 millions of cords of pulpwood. The best quality and size is found on the territory between the Ogoke and Kenogami Rivers, and extending from one stream to the other. These pulpwood areas cover parts of the Districts of Nipissing, Sudbury, Algoma and Thunder Bay. West of Port Arthur, on waters flowing north, there is estimated to be 50 millions of cords, so that here in this northern region we have an estimated quantity of 300 millions of cords of pulpwood timber, which will in a short time have a considerable stumpage value. I suppose I am quite within the mark in putting its value now at seventy-five cents a cord, for a considerable percentage of the spruce and jackpine, probably 15 to 20 per cent., will make merchantable lumber. It may be said that this territory is not immediately available. That is so, but within the next few years the Transcontinental Railway will be constructed through it, and in my opinion that railway will be taxed to carry the enormous quantities of pulp, rather, may I hope, paper, that will be produced there. Consider the fact that there are seven or eight large rivers all flowing north towards the railway line, down which will pour enormous quantities of saw logs and pulpwood to feed the mills that will certainly be erected at points where these rivers cross the railway. I apprehend that in the not distant future, the Transcontinental will not be the only railway in that region, and one's imagination is not equal to picturing the possibilities there. 300 mil-



tions of cords of pulpwood would mean about 150 billions of feet B.M. How much of this would make merchantable lumber it is impossible at the present moment accurately to state, but the quantity will be much larger than some of our theoretical friends are willing to admit. Much of this timber is situated on what is called the "Clay Belt," through which the railway will run, and there will be, no doubt, a large influx of settlers in that country as soon as it is opened up. Then our responsibility will be increased. For the present the only danger there, apart from the casual wanderer, will be the construction of the Transcontinental. Next summer we shall be confronted with a tremendous problem; probably the construction of the Transcontinental Railway will be under way all through that region, and if great precautions are not taken, it may be a line of fire all through that valuable timber. In addition to the line of construction, there will be supply roads to take in materials, foods, etc., and these will be additional sources of danger. Just consider,—for a distance of over 600 miles, through a well timbered region, there will be scattered all along the line of railway construction thousands of men using fire for many purposes, such as cooking, smoking, smudges for flies, etc., having no interest in the protection of this timber, and consequently recklessly careless. It goes without saying that the Minister of Lands, Forests and Mines is alive to the situation and that he will do his utmost to protect and preserve the timber by placing fire rangers all along the line, so that everybody may know what law is and that those who are careless may be brought to justice. Notwithstanding all this, unless we have, as we have the right to expect, the active co-operation of the Transcontinental Railway Commission and every one of its officers and employees, such as engineers, contractors, foremen, etc., we shall not, I fear, be able to protect the timber,—but that nothing that can be done will be left undone, goes without saying.

Now let me sum up the situation for you:

The total area of the Province of Ontario, exclusive of the Great Lakes is estimated to be one hundred and forty millions of acres. Of this there is surveyed forty-six millions of acres, leaving an area unsurveyed of ninety-four millions of acres. There have been alienated by sales, location, etc., twenty-four millions of acres, leaving still in the Crown one hundred and sixteen millions of acres.

	Miles.
Licensed before Confederation .....	12,000
Licensed since Confederation (about) .....	12,000
	<hr/> 24,000

There is still subject to license nearly 20,000 miles.

Total receipts from timber since 1867 to the end of '08 .....	\$41,250,000
Total receipts from Lands and Mines from 1867 to the end of '08 .....	9,000,000
Total .....	<hr/> \$50,250,000
Pine timber cut since 1867 to end of 1908 .....	24,000,000,000

	Per annum.
Average cut from 1867 to 1908 .....	578,000,000
Average cut from 1896 to end of 1907 .....	673,000,000
Average cut for last two years, 1907-8 .....	710,000,000
Estimated quantity on licensed lands, still standing .....	7,000,000,000



Timber still standing on unlicensed lands:—Red and white pine, 13,500,000,000 ft.; pulpwood on unlicensed territory, 300,000,000 cords, about 15% of which, or twenty-two and a half billions, will probably be suitable for saw log timber.

Value of timber on licensed lands, 7,000,000,000 ft., at an average of \$1.50 per thousand .....	\$10,000,000
13,500,000,000 ft. of pine on unlicensed territory at an average of \$10 .....	135,000,000
Spruce logs, pulpwood, tie timber, etc. ....	225,000,000
	<hr/>
	\$370,000,000

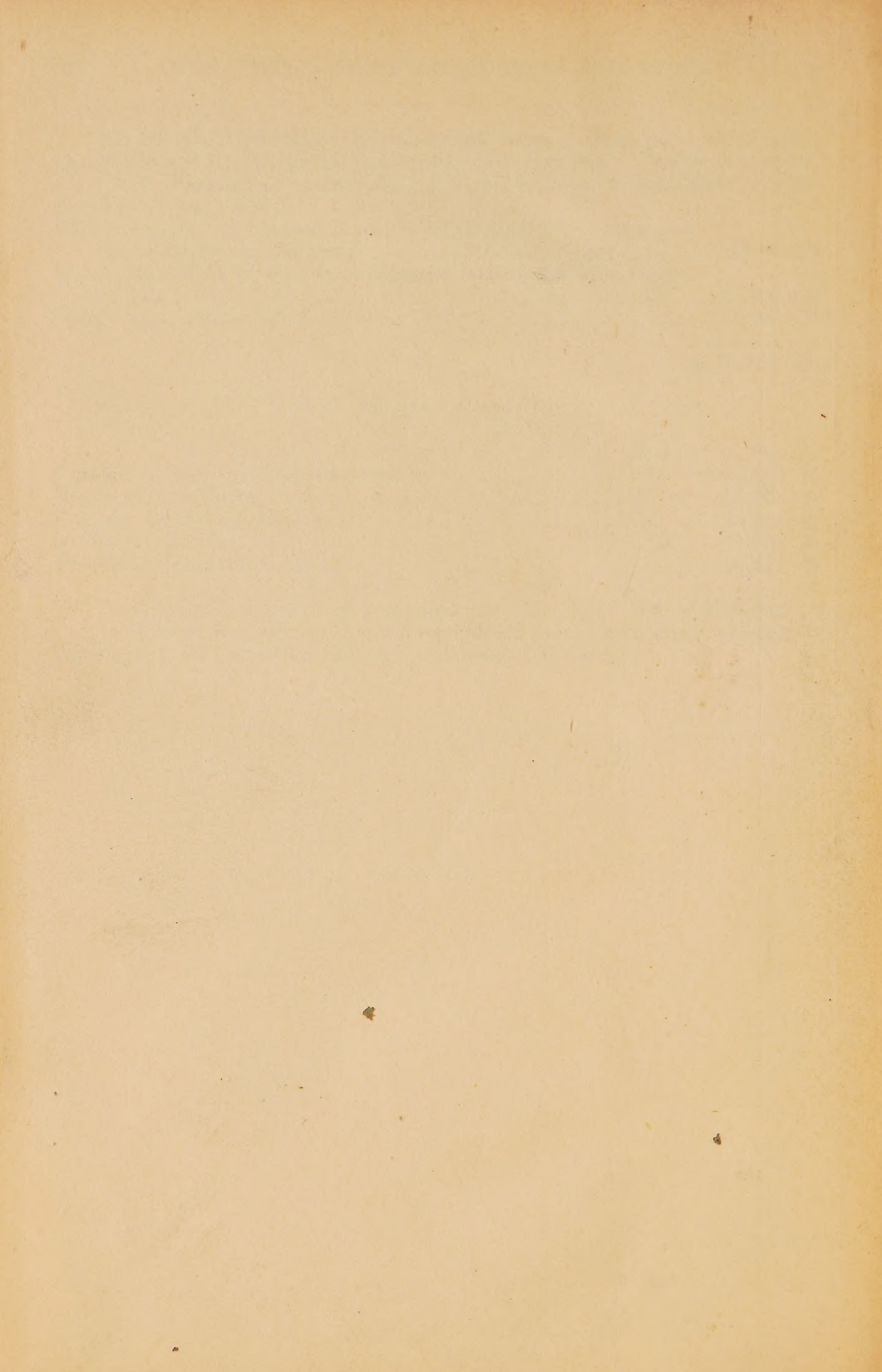
#### FIRE RANGING LAST YEAR.

	Men.	Cost.
Number of men on licensed territory .....	376	\$ 46,621 45
Rangers on railways .....	147	53,235 71
Rangers on Forest Reserves .....	111	45,805 18
On Crown Lands .....	58	17,398 50
Proportion paid by licensees .....	...	46,621 45

Total expended for forest protection ..... 692    \$209,682 29

In closing, I would say that I do not think we can be accused of neglecting our duty in protecting the general forests of the north.







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